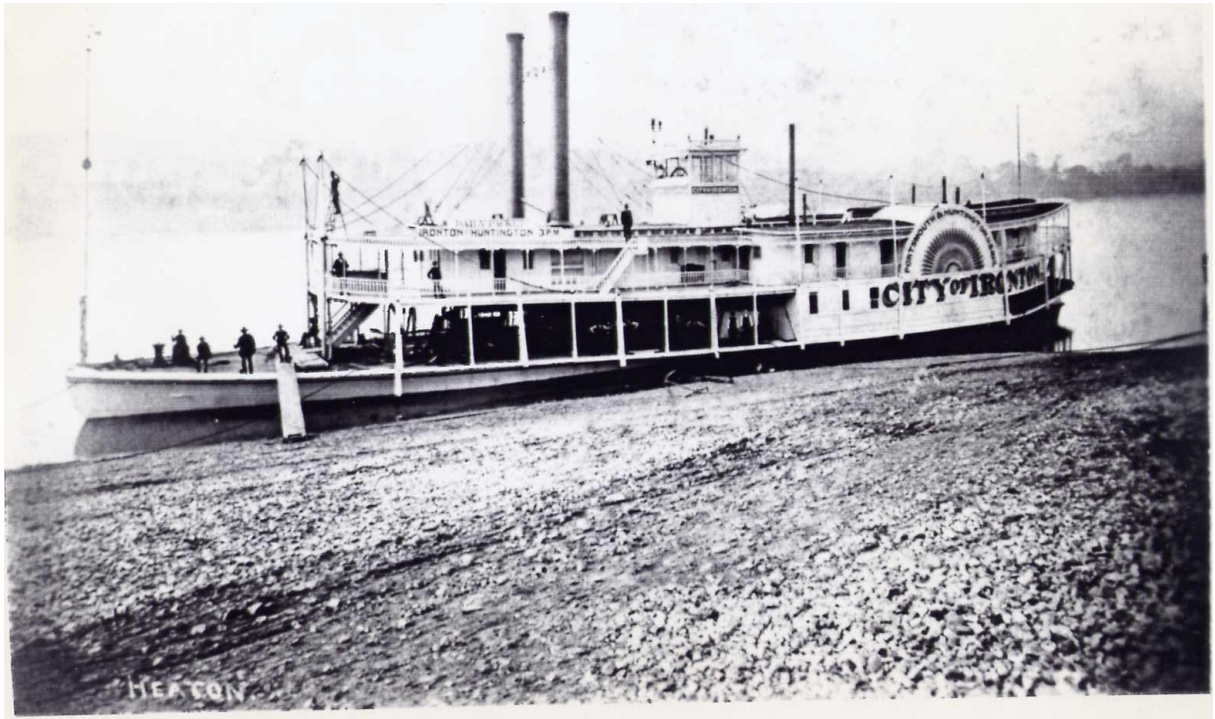


Working copy

Ohio River History Southern Ohio & Eastern Kentucky 1800-1850



City of Ironton

Sharon Milich Kouns

(c) 2003

ALL ABOARD!

Ride up and down the river of time when man's ingenuity taught him how to make use of the body of water called the Ohio. The majority of trade and commerce was done by river until after Stephenson's invention of the railroad in 1825.

It is impossible to count the number of boats and other river craft that plied the Ohio. Many sank and were raised several times, rebuilt and occasionally renamed.

It was important to note the dates when the iron furnaces were built. Many of the local packets were built for the purpose of hauling iron from Southern Ohio to points above and below to market. I chose to let the actual newspaper stories relate Southern Ohio's Role in River History.

Source abbreviations:

AJ	Ashland Journal	Newspaper, Ashland, Ky.
BSH	Big Sandy Herald	Newspaper, Ashland, Ky.
DO	Daily Oregonian	Newspaper, Portland, Oregon
FRAB	Frankfort Roundabout	Newspaper, Frankfort, Ky.
GP	Glorious Past	Booklet
HRIR	Hanging Rock Iron Region	Book
IJ	Ironton Journal	Newspaper, Ironton, Ohio
IR	Ironton Register	Newspaper, Ironton, Ohio
IWR	Ironton Weekly Register	Newspaper, Ironton, Ohio
PT	Portsmouth Times	Newspaper, Portsmouth, Ohio
Smk		Author, Sharon M. Kouns
SOTT	Spirit of the Times	Newspaper, Portsmouth, Ohio
SS	Statesman Journal (Oregon)	Newspaper, Salem, Oregon
SWI	Semi-weekly Irontonian	Newspaper, Ironton, Ohio
TBGO	The Bulletin Gallipolis Ohio	Newspaper, Gallipolis, Ohio
TWC	Tri-Weekly Commercial	Newspaper, Frankfort, Ky.
Ways PD	Way's Packet Directory	Book
Yeoman	Yeoman	Newspaper, Frankfort, Ky.

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The Ohio River

Trade and Commerce on Our Western Waters.

In 1811 the first steamboat (the *Orleans*) was launched at Pittsburgh. Previous to 1817, about twenty barges averaging one hundred tons burden, comprised all the facilities for commercial transportation between those places and New Orleans and the country on the Ohio river as high up as Louisville and Cincinnati. Each of these boats made a trip downward and back, between those places and New Orleans each year. On the upper Ohio, from the falls of Pittsburgh, some one hundred and fifty keel boats were employed about 1815-17. The average sizes of these were thirty tons, and they occupied from six to seven weeks in making the voyage both ways. In the year 1818, the first steamboat (the *Walk-in-the-Water*) was built on Lake Erie. In 1819, the boat appeared in trips on Lake Huron. In 1823, the waters of Michigan were first plowed by the keel of a steamboat, a pleasure trip to Green Bay being planned and executed in the summer of this year. In 1832 a steamboat first appeared at Chicago. In 1833 nearly the entire trade on the upper lakes - Erie, Huron and Michigan - was carried on by eleven small steamboats. So much for the beginning.....

IR Oct. 24, 1850

Ohio River as described in 1852.

The Allegheny sources of the Ohio are near the borders of Lake Erie, 700 feet above the level of the lake and 1,330 feet above the level of the sea; and boats may start within seven miles of the lake and float securely down to the Gulf of Mexico, 2,400 miles - also in another quarter the sources are, we believe, in Potter county, Pa., somewhere near Coudersport. Steamboats have ascended to Olena, 250 miles above Pittsburgh, and 2,400 miles from the mouth of the Mississippi. Coudersport is 40 miles above Olear, from which point to Pittsburg the fall of the river is 950 feet. From Pittsburgh to Cincinnati, the fall of the river is 267 feet, of which fall 225 feet is between Pittsburgh and Portsmouth, and 42 feet thence to Cincinnati. The entire fall of the river from Pittsburgh to the mouth (Cairo) is only about 400 feet. The average fall from Pittsburgh to Cairo is not quite seven inches per mile, the section from Portsmouth to Cincinnati not quite five inches per mile. Low water at Pittsburgh is 134 feet above the level of Lake Erie; at Wheeling 55 feet - and the level of the river is the same as that of the Lake at a point between Marietta and Parkersburgh. The velocity of the current taken just above Wheeling when the water was 2-15 feet deep on the Wheeling but, was about 3.5 of a mile per hour; at 8 feet deep, about 2 miles per hour; at 15 feet deep, about 3 miles per hour; at 31 1/4 feet deep, about 4 3/4 miles per hour. At the same place 1 foot deep discharged 102,000,000 cubic feet in 24 hours; 5 feet deep discharged 864,000,000 cubic feet in the same time; 10 feet deep, 2,754,000,000 cubic feet, and 36 feet deep, 22,500,000,000.

The foregoing facts are drawn from an article in the "Smithsonian Contributions to Knowledge," and are the result of investigations and observations by Charles Ellet, Jr., Civil Engineer. IR Nov. 11, 1852.

RIVERS THAT MEET THE OHIO

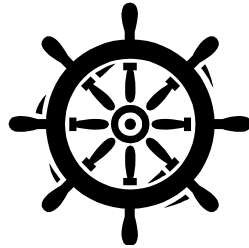
Ohio River	Indian name “Oyo” meaning “The River of Many White Caps.”
Allegheny River	Rises in north central Pennsylvania. Unites with the Monongahela River to form the Ohio.
Beaver River	Formed at the junction of the Shenango and Mahoning Rivers. Meets the Ohio at Rochester, Pennsylvania.
Big Sandy River	Formed at Louisa, Kentucky. Meets the Ohio at Catlettsburg, Kentucky. Called by the Indians “Chattarawha” meaning “much yellow sand.”
Cumberland River	Formed by the junction of Poor and Clover Forks, Kentucky. Empties into the Ohio at Smithland, Kentucky.
Green River	Rises in Casey County, Kentucky. Meets the Ohio about 8 miles above Evansville, Indiana.
Guyandotte River	Rises in southern West Virginia. Meets the Ohio at Huntington, West Virginia.
Hocking River	Source begins 35 miles from Columbus, Ohio. Enters the Ohio at Hockingport, Ohio.
Kanawha River	Formed by the confluence of the New and Gauley Rivers. Meets the Ohio at Point Pleasant, West Virginia.
Kentucky River	Formed at the junction of the North and Middle Forks 4 miles east of Beattyville, Ky. Meets the Ohio at Carrollton.
Licking River	Rises in the mountains of Eastern Kentucky.
Little Kanawha River	Rises in eastern West Virginia.
Little Miami River	Rises in the central part of Ohio.
Miami River	Rises in West Central part of Ohio.
Monongahela River	Formed in West Virginia, flows to the Allegheny River, forming the Ohio at Pittsburg, Pennsylvania.
Muskingum River	Formed by the confluence of the Walhonding and Tuscarawas Rivers near Coshocton. Meets the Ohio at Marietta.
Scioto River	Rises in North Central Ohio.
Shade River	Below Marietta.
Tennessee River	Flows into the Ohio at Paducah, Ky.
Tradewater River	Rises in Christian County, Ky.
Wabash River	Rises in Grand Reservoir, Ohio.

TYPES OF RIVER CRAFT

Barge	A flat bottomed boat used mainly for transporting goods on inland waters. Several barges can be connected and pushed by a towboat. Still seen on the Ohio River.
Bat Wing Canoe	A side wheel steamer with no covering over the wheels. A long, light weight, narrow boat with both ends coming to a sharp point and sides curved. Propelled by oars or paddles. Today, there are many different shapes and styles of canoe.
Coal Boat	Usually a smaller boat that transported coal for the larger steamboats in earlier times. Often going ahead of the big boat and loading more coal meeting the larger boat at the next landing.
Dish Boat Ferry Boat	Boats were often known for the products they carried. A boat used to carry passengers, goods, animals and later years, vehicles, across the river from bank to bank.
Flatboat Floating Palace Gospel Boat Gun Boat Houseboat Indian "Bull" Boat	A flat bottomed boat used for transportation in shallow waters. A carnival and/or showboat. A boat carrying religious groups up and down the river. An armed ship of shallow draft. Boat used as a dwelling. Some were also known as Shanty boats. The Indians made this type of water craft from tree limbs and treated buffalo hide. "Pilotin' Comes Natural" by Fred Way:
John boat:	A frail, homemade boat usually fashioned from three long, thin, wide planks and square ended. Generally narrow and long, although local usage and habits of construction alter the methods and the looks materially. Seldom painted and used on all inland waterways. Sometimes called Joe boat.
Keel Boat	A shallow covered keeled riverboat that is usually rowed, poled or towed and used for freight.
Paddlewheel Pirogue	A steamer propelled by a paddle wheel. A boat like a canoe. Tulip poplars were used by Indians to make dugout canoes and by early white settlers to make pirogues.
Propeller	A propeller is a devise that consists of a central hub with radiating blades placed and twisted that each forms part of a helical surface and that is used to propel a vehicle.
Raft	A collection of logs made from timber fastened together for transportation. A flat structure for support.
Rowboat Shanty Boat Showboat	A small craft designed to be moved by hand driven oars. A small crudely built dwelling usually of wood. A steamboat or barge containing a theater for entertainment along the river. Sometimes the theater was on a barge, pushed by a towboat.
Steamboat Sternwheeler Store Boat	A vessel propelled by steam. A steamboat driven by a single paddle wheel at the stern. Before the modern day grocery and department stores, the only means of obtaining goods and produce from the outside world was by storeboats.
Torpedo Boat Tow Boat	Boats armed with torpedoes. A compact shallow draft boat with a squared bow designed and fitted for pushing tows of barges on inland waterways.

How passengers hailed a boat.

Those who wanted to take passage on a boat would go to the nearest landing or stand on the river bank and wave a white flag. Waving up/down meant you wanted to go up river, waving side to side meant you wanted to go down river.

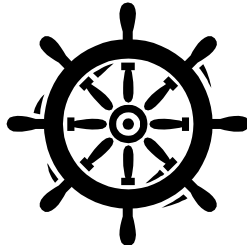


Superstitions of Rivermen.

Steamboatmen at that time were very much infected with superstition, especially the pilot and deckhands. If a white horse was taken on board, they would commence to say look out for high winds and stormy weather, and if a preacher accompanied the horse, why then the boat was in deadly peril, and it was only by the greatest good luck that she would reach her destination.

They had a proverb that if one boat meets with an accident, that there will others follow to the number of three. If rats are seen leaving the boat, it was very difficult to get a crew as they say that something is sure to happen. Some boats seem to have a peculiar faculty for trouble. They are always breaking in some part, getting aground, sinking until they are either entirely lost or sent to the marine ways and are rebuilt, name changed to get rid of the enchantment.

There are those who never commence anything, or start on a journey on Friday, deeming it unlucky. IR August 13, 1896 *Old Times*



If the boat had the letter M for its first letter, it was bad luck because M is the 13th letter of the alphabet.

It was bad luck for the name of the boat to have six letters.

If a white cat was on board it was bad luck. Black cats were welcome.

It was bad luck to play "There's No Place Like Home" on the calliope.

You should never have a preacher and a white horse on the same boat. "*Mark Twain*"

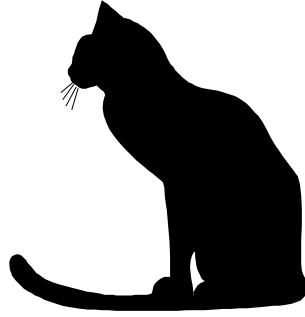
Rats were good luck.

Some colors were considered bad luck. The Greene Line in Cincinnati had a fetish about blue paint. They would never have the color blue on any of their boats. Cincinnati *Enquirer*.

Different captains had superstitions about different colors. "Capt. Buck Leike of St. Louis was superstitious about the color red." When his boat burned he blamed it on the red carpet in the Texas (deck). Cincinnati *Enquirer*.

Never throw anything off the head (front) of the boat because it's bad luck to pass over your own waste.

There was almost never a stateroom No. 13 on riverboats. To use that unlucky number would be to put a "hoodoo" the old time riverman's word for a curse on a boat.



Black cats were welcome on board.

NEED TO INDEX:

Many there are who will recall the disastrous fate of the steamboat *Americus*, that was launched on a Friday, thus setting at defiance one of the most firmly rooted superstitions of watermen of all climes. She was commanded by Capt. Charles W. Batchelor, and all went well with her until one day, while going up the Illinois River, Capt. Batchelor was standing in the wheel house with Pilot Jack Quick, a sad sea dog. There was a hail from the shore, and looking around, they descried a man sitting on a white horse. The nose of the boat was turned toward the bank, much against Jack Quick's inclinations. Said he: "See here, Cap'n, if that 'ere man with the white hoss should be a preacher, this boat'll burn afore mornin'." And so the man turned out to be a preacher, and so, sure enough, the boat took fire and was burned, and it was all on account of her being launched on a Friday, and because she met a preacher with a white horse. So goes the tale, as relled off by ancient man of the wheel. Gould's History of River Navigation.

Pre-Steamboat Era

Indians along the river route.

Reminiscences of the West.

Col. John Johnston, who for sixty-five years, has been a prominent citizen of Western Ohio - for many years the Government Indian Agent at Piqua - communicates an interesting article to the Pioneer Association, Cincinnati, which is published in the *Gazette*, and from which we make liberal extracts.

Col. Johnston is now about 83 years old. His father, Stephen Johnston, and his (Stephen's) brothers, John and Francis, emigrated from the North of Ireland to what is now Perry county, Pennsylvania, at the close of the American Revolution. His father's ancestors were Scotch Presbyterians; his mother's French Huguenots. Two sons of Col. Johnston were officers in the U. S. Army, and perished in the War with Mexico. ...

A Trip Up The Ohio River.

I left Fort Washington in the fall of 1794, and ascended the Ohio by water to Wheeling in a small pirogue purchased by a party of nine, who clubbed for the cost and the common stock of provisions for the trip. We organized for defense against the Indians, who often waylaid the River, attacking and capturing boats. Chose John Ward, afterwards Clerk of the Courts at Steubenville, Ohio, for our Captain. The River was low, and the passage tedious. One man of the party was always detailed on shore to guard against surprise from the Indians, and this duty was performed alternately by all of the party, the Captain excepted. We never made any fire at night, cooked our supper in the afternoon, then pushed our craft on until night set in. We then sought some quiet nook when we landed, and lay down to sleep, one of the party keeping awake, and acting as sentinel. We often lodged on islands, and sometimes on the north and at other times on the southern shore. Thus we baffled the savages, if any were in pursuit. We reached Wheeling in safety, after a passage of more than twenty days. A larger party, who started with us, and from which we purposely separated, lost two men killed and a woman wounded by the Indians. In passing up, we saw several remains of boats that had been captured and destroyed by the Indians, the unfortunate occupants being either killed or taken into captivity by the savages. My relative, Charles Johnston, of Botetourt, Virginia, was thus taken in 1792, on the Ohio, his boat being decoyed ashore by a base white man, under pretense of being a prisoner escaped from the Indians. Mr. May, the principal owner of the boat and cargo, was shot through the head, dead, while holding up an emblem of surrender. Johnston, after being taken to the Wyandott villages on Sandusky River, was ransomed by a humane trader named Francis Duchaquet. ...

IR Jan. 7, 1858 excerpt.

Incidents in Pioneer Life.

When I was a boy, a small cave just back of our Village was pointed out to me in which it was said, that an Indian skeleton was found; and as I was curious to know how it came there, the following tale was told. Away back, when Ohio was a territory and the pioneers were pulling their way into the western part of Virginia and portions of Kentucky, the Indians who witnessed their encroachments on their lands with anger, determined to keep the long knives as they termed the whites, south of the Ohio river at any cost; and bands of them were constantly on the watch to catch and kill the whites as they came with their pack horses loaded with their household effects. Their families mostly on foot accompanied them. They also came by river in flat boats on which they had their goods both household and farming. They also had their boat partitioned off; one part reserved for their cow and horse. The better class came in boats and were considered rich prey by the Indians.

It was one of these boats to which was attributed the story of the battle in which the Indian was wounded, and whose skeleton was found some years after in the cave.

The boat, a large one, some ninety feet long and twenty-four feet wide, with two families comprising of 20 in all, 12 males and 8 females, with their furniture and stock. One of the men was a blacksmith and also made guns.

They had left what is now Pittsburg where the whites had a fort and were slowly making their way down the Ohio river keeping a sharp lookout for the presence of the wily savage. They were on their way to Kentucky of whose rich lands they had heard from the scouts and hunters who had been there. They had reached and passed the great Kanawha river at whose mouth they expected to find Indians, but had been permitted to pass without molestation, although they afterwards learned that the Indians had been concealed at the mouth of the river and were persuaded by their chief to await a better time further down the river.

When they had reached the mouth of the Guyan river they were fired upon by the Indians who had reached there first, going by land which was not so far. Several of the pioneers were wounded but they pulled their boat to the opposite shore and were out of reach of the balls. The rifles of the Indians could not send a ball across the Ohio river. The Indians, as soon as the boat was out of reach ceased firing, and as the day was almost gone, the whites were very anxious to get away from so dangerous a locality for they were afraid that during the night the Indians would attack them in canoes.

They held a council and decided that during the darkest part of the night that they would row their boat back to the Virginia side and tie up and await events knowing that the Indians would cross over to the Ohio side of the river in order to surprise them. So as quickly and noiselessly as possible they rowed across and fastened their boat and with rifles in hand awaited morning. The savages sure enough did cross over and went down the bank of the river searching for the boat, but after going several miles and not finding it, concluded that they had been fooled, went back up the river and reached the spot directly opposite where the boat was, as the first indications of day began to show in the East.



**Sir Anthony
Wayne**

They soon discovered the boat and a volley was fired but the balls fell short and they soon quit firing. On the boat was a rifle which the blacksmith had made especially to shoot a long distance and as the Indians showed themselves fearlessly dancing and jumping about, making insulting gestures, he thought he would try what his gun would do, and taking sure aim at one of the Indians, who seemed to be more insulting than the balance, he fired. The Indian was seen to clasp his hand on his breast, totter and fall. Several of his companions ran to him and he was picked up and carried out of sight. The Indians vanished as quickly as possible on perceiving that the whites had a gun that would kill so far and did not show themselves again. Along towards noon, a band of Wayne's men came to the

rescue of the whites and drove the Indians away, and the supposition was that the wounded or dead Indian was placed or crawled into the cave and his bones were not found for many years after.

The boat under the protection of Wayne proceeded on her way and finally reached what is now Maysville, Kentucky where they landed and made their homes near the fort at that place.
IR April 30, 1896 [Gen. Anthony Wayne died Dec. 16, 1796]

EARLY SETTLERS OF SCIOTO COUNTY.

The Portsmouth *Times*, Saturday, July 12, 1873

[It is our intention to publish, in each issue, a Sketch of one or more of the Pioneers of Scioto county. Our desire is to present a brief Biography of all the early settlers of the county now living, and we trust that every old citizen will aid us in so doing.]

SAMUEL

This gentleman, who is now nearly seventy-eight years of age, lives in Porter Township, on the California road, 1 1/4 miles north of Sciotoville, the farm being one of the first in the county where the sturdy oak yielded to the clearing ax, swung by the sturdy arm of the early pioneer. The house, that is on a little bench of a hill on Bonser's Run, is a frame building, one story and a half high, and one can stand in the door looking to the east and see apple trees set out in 1803, their green leaves and fruit giving no evidence that seven years ago, when Scioto county was one vast wilderness, they were planted that their fruit might be enjoyed four generations hence. Six of them are standing and one of them yielded fifty bushels of apples last year. They were procured from Wm. Lawson's nursery. Mr. Lawson had the first fruit-bearing orchard in the county.

BONSER.

PIONEER

Mr. Bonser, at our interview, spoke more particularly of the life and incidents connected with his father's history. Isaac Bonser, his father, was born in Pennsylvania and died in this county in 1849, at the advanced age of 82 years. His mother, Abigail Burt, was born in New Jersey, and died near Sciotoville in 1853, aged nearly 83 years.

HISTORY.

In 1795 the elder Bonser left Northumberland County, Pa., and came down the river to look at the country and choose a place to locate. Pleased with the prospect at the mouth of the Little Scioto River, he determined to bring his family there. On his return, when near what is now Haverhill, he found a man named Martin, with an engineering corps, in a famishing condition. They had just completed their first survey of the French Grant, which was the first survey in the county, had gotten all their powder wet, and were poor woodsmen; though game was in abundance they could not capture any. Mr. Bonser hunted for them for three days, furnishing them bountifully with bear and deer, dried their powder, and continued on his journey.

In the summer of 1796 he, with his family, and Uriah Barber, John Beatty, Wm. Ward, and Ephraim McAdams, and their families, embarked on a flatboat, and descending the Ohio River, landed at the mouth of the Little Scioto, on the 10th day of August. Uriah Barber proceeded down the river and settled at Oldtown, and Ephraim McAdams at the mouth of the Miami River in Hamilton county.

At the time Mr. Bonser moved to Ohio there were but two families living in the county. They were those of Samuel Marshall, who landed at the mouth of Lawson's run, now the eastern

corporation line of the city of Portsmouth, in March, 1796, and John Lindsey, who settled at the mouth of the Little Scioto, in March or April of the same year.

The little colony, when it landed in the forest, put up blankets and quilts over branches of trees, in slanted, tent shaped style, to protect them from the heat until the log cabin could be reared. In a week after their arrival, Mr. Bonser had, with the aid of his few neighbors, constructed a little log house, 18x20 feet, with only one room. This was the third house built in Scioto county.

He cleared the first field in the county, in the fall of 1796, and in the spring of 1797 planted it in corn. This field is just above the bridge across the Little Scioto, on the Portsmouth and Wheelersburg free turnpike. He was a great hunter, and had a trusty flint-lock rifle, with which he killed over 1,000 deer, besides many bears, buffaloes and turkeys. He claimed to have killed the first and the last buffalo in Scioto county. At one time he had as many as 22 deer in the house.

The son relates an incident of the father; A German by the name of Ingle or Engle, had settled at Old Town, in 1797, and his knowledge of the frontier life was very limited. He knew nothing of handling a gun and being unable to secure meat his family was in a nearly famishing condition. Mounting Chris., his son of nine years, on a horse, he sent him to Bonser to beg him to furnish him some meat. Mr. Bonser had only one or two deer on hand then, but he gave these to the boy, and directed him to return on a certain day when he would be more liberal. On that day Chris. was on hand, and his horse was loaded with four deer. He kept the family in meat for two or three years, the boy saying in after years, "If it hadn't been for 'daddy Bonser' we would have starved."

In the year 1798 the French colony, consisting of Valodin, LaCroix, Vincent, Andre, Duty [sic Diduit], and others, settled in the [French] Grant, and with small colonies that settled in different parts of the county, the country began to be more populous.

As the incidents narrated in the remainder of this review are from personal recollections of Isaac Bonser, the subject of this sketch, we will say in concluding the reminiscences of the elder Bonser that he was one of the first commissioners of the county, and served several terms. He held nearly all the township offices, and in 1821 was elected to the Ohio Legislature. He was an uncompromising Democrat all his life.

SAMUEL

BONSER.

Was one of twelve children, all of whom are dead, he believes, except himself. He had a sister Hannah, who married Allen Moore, and, if living, she is 80 years of age. She lived in Montgomery county, near Crawfordsville, Indiana, when last heard from, which was over one year ago. His brother John, who, if now living, would be 72 years of age, has not been heard from for two years, at which time he was living on Sourey's Island, Washington county, Oregon.

Samuel was born in Northumberland county, Pa., September 30, 1795, and was but one year old when his parents came to this State. He says he can recollect nearly every thing that occurred since he attained his second year.

In 1798 his father commenced building a grist mill on Bonser's run. He got his neighbors to help him raise the building. Mrs. Lindsey and Mrs. Bonser, who had been left at home on that day, saw five bears enter the river, on the Kentucky side. They waited awhile, until they had nearly reached the Ohio side, when Mrs. Lindsey said to her dog Watch, "bear!" The dog knew the meaning of the word. No sooner had the wild animals got ashore than Watch, followed by the other dogs, took after them, the two women following them and cheering them on, until every

bear had taken to a tree. As their husbands had their guns with them, they were at a loss how to get their game, until Barley Monroe, an old hunter, was attracted to the spot by the baying of the dogs, and the cries of the women, and shot every bear. The game was divided among the houseraisers, Monroe, living so far away that he refused to share it. Mr. Bonser says when one dog would tree a bear all the dogs would know it by the peculiar bark of the animal, and break for the place, while if he would tree a raccoon they would pay no attention to his barking.

Mr. Bonser's recollections are that Scioto county was organized in 1803, and formed out of Adams county, which included pretty much all of Lawrence, Pike and Jackson counties. The first clerk was Alex. Curran, Sheriff Wm. Parrish, surveyor John Russell, afterwards Matthew Curran, then Robert Lucas. The first court was held by either Judge Belt or Baldwin, in the double log cabin used as a tavern and built by John Brown on what is now Front street, below the Scioto river free suspension bridge. One end of the house was used as a bar-room, and in it the court held its sessions. We believe a portion of this house is still standing and has been weatherboarded. The lower end of the house was destroyed by fire.

GOING TO SCHOOL.

The first school house built in the county stood on the place where the widow Yost now lives, near Sciotoville, about one-fourth of a mile from the Ohio river. The house was put up in 1805 or 1806. It was a log building, of course, the heavy door hanging on the cumbersome wooden hinges, cracks covered with greased paper for windows. The chimney was composed of sticks and mud, the jambs of wood, with a few rocks thrown in to protect the wooden back wall.

The first school was taught by an old reed maker, named Reed, a Virginian, of pretty good education, who had fifteen scholars, for which he received one dollar per scholar for three months' tuition. At noon and at morning and evening he plied his trade vigorously. Some scholars walked from the mouth of Munn's Run to the school. Here Mr. Bonser first learned to spell.

The next teacher, one Ayers, a lame man, he says was "as cross as the devil." He had a block four feet long and one foot in diameter, which afforded him amusement. A disobedient scholar was compelled to mount the block, the teacher meantime rolling it with his foot. If the scholar fell or stepped off he was soundly threshed. Mr. Bonser and Peter Lindsey were so well practiced on the block that it was very difficult to get them off.

EARLY PATRIOTISM.

Mr. Bonser says the first public celebration of the Fourth of July in the State of Ohio was held in 1808 on his father's place, about 150 yards from the house in which he now lives. His father had a field of wheat which ripened early, and he reaped it, threshed it, and took a portion of it to Maysville, in a canoe, and had it ground to make bread for the celebration. He was two days in making the trip, pushing the canoe up himself in one day. People came from Chillicothe, Maysville, Gallipolis, and other places, about 300 persons were present. They were principally hunters. Robert Lucas, afterward State Senator and Governor, delivered an oration. Fresh meat of all kinds, both wild and domestic, was in abundance, and was baked over a large pit full of hickory coals. An old Virginia negro, a mill-wright in the employ of his father, was the cook. A great many staid three or four days. General Tupper, of Gallipolis, had a barrel of cider oil he had brought from Marietta. Whisky was plenty, and yet there was no drunkenness or quarreling. All kinds of exercise was indulged in, such as wrestling, jumping, running, &c. The old colored man made a cannon out of a gum log, which was fired five or six times before it bursted. Cross-eyed John Campbell was the cannoneer. He would touch the gun off, and then dodge behind a huge popular tree, the trunk of which was six feet in diameter at its base.

FAMILY HISTORY.

Mr. Bonser was married August 5th, 1819, to Miss Hannah Mead, whose father came to the county in 1815. They had thirteen children, three of whom are dead. Silas, the first born, was drowned when but three years of age; Minerva, wife of Vinton Price, died in 1855; Mead, died in 1843, aged seven years. Those living are: Abigail, married Plamer Bennett, at Bennett's Mills, on Tygart's creek, Ky.; Maria, married Wm. Raynor, living in Portsmouth; Anna married Alanson Hoyt, in Mason county, Ill.; Matilda married John Grubbs, living in the county. Mr. Grubbs lost his sight in the army. Rachel, married David Munn, living in Harrison township, Hannah married James Mayher, living in Ohio, residence unknown; Adkins, bridge builder and carpenter, living in Harrisonville; Lucretia, unmarried, living with her parents; Isaac, living on the place, and John, who went to Oregon in 1847, from thence to California, and from there to Idaho, and has not been heard from for three years.

Mr. Bonser resides on the place his father owned, and by occupation is a mill-wright. He is in good health, and does not use tobacco in any shape. After chewing for 50 years he quit, and for three years has not had the weed about him. He has a gun owned by his father, the barrel being five feet in length. His eyesight is good, and he goes out in the woods and shoots squirrels with his rifle. Politically speaking, the precepts of the father have never been forgotten by the son.

Early settlement on the Kentucky side of the river.**General John Poage.**

On last Friday, it being a very pleasant day, we took a foot trip into Kentucky, crossing the river at Tanner's Ferry. About a mile above the ferry we stopped in at General Poage's and here was an end to all further progress that day - so interesting was the conversation of the hale and hearty old gentleman, relating early reminiscences. And as he is almost universally known to our readers, by reputation at least, and is intimately acquainted with much of the early history of this region we have concluded to sketch down some points elicited in our rambling conversation.

General John Poage was born Dec. 11, 1775, in Augusta county, Va., about four miles from Staunton, but was raised principally in Bath county. He was the son of Major George Poage.

The father, George Poage, was one of the party that accompanied Col. James Harrod to Kentucky in the year 1774, at which time Col. Harrod built the first house that ever stood in the interior of Kentucky, at Harrodsburg; Daniel Boone had previously built a cabin upon the borders of the state. Col. Harrod was a pioneer party and there were no women in the company; Mrs. Boone and her daughters were the first white women in that section, in the year 1775, while a party of Harrod's men were out surveying, they encamped at Fountain Blue, about three miles from Harrods Burgh - early in the morning, some of the party being in engaged in making preparation for the day, George Poage still asleep had a remarkable dream, and was observed by the men to be kicking about; he was dreaming that the guns were all pointed at him, and the campfire burning near the breeches it seemed that they would catch fire and burn until the guns would discharge at him; he awoke and while relating his dream, they were fired upon by Indians. The surveyor, who was drying his papers by the fire, was killed and one other man. Mr. Poage snatched his gun and ran, the Indians followed him closely; he threw his gun over a creek, and the Indians quarreling about it he gained upon them and made his way safely to the fort. Soon after several of Harrod's party having by various accidents lost their rifles, about thirty, among whom was Poage, returned to Virginia, and immediately he with the others joined the command of Col. Lewis and were at the battle of Point Pleasant, the far-famed Indian battle, in the fall of 1774. George Poage afterwards served in the army of the Revolution, and was at the siege of Yorktown.

By the way, we came near forgetting to state that "Dick Taylor, " the father of General Zachary Taylor, was one of Harrod's party; he was with the surveying party which was surprised by the Indians at Fountain Blue, and escaped into the woods. He made his way to the Ohio river near where is the city of Louisville, and by some means went down the river to New Orleans, where he took ship for Virginia.

One other circumstance in connection with George Poage's first summer in Kentucky, in 1774. He with others were out hunting, and in a long ramble of 75 or 80 miles they chanced to come upon the Blue Licks, which no white man had ever before visited unless it was Boone. These famous licks, it will be recollected, are near Licking River, some 25 or 30 miles S. SW. from Maysville. They came upon a ridge which overlooks the basin in which are the Licks, and there, perhaps, was one of the greatest sites ever seen; ten thousand or more, buffaloes were there, it maybe, ten thousand other animals of every species known in the western wilds, bears, wolves, panthers, foxes, wild cats, deer, elks, &c. - 20,000 wild animals, all moving about in one vast throng and rubbing against each other, the stronger frequently praying upon the weaker. The ground about for miles was a perfect barren waste, worn out and torn up by the stamping and pawing of these wild nyriads. What a site!

Among the first settlers of Harrods - Burg was William Poage, an uncle of George Poage. William Poage was with a party of men going to attend a court, and when near were the town of Danville now stands, they were fired upon by Indians, and Mr. Poage fell from his horse, shot in the abdomen. The rest of the party escaped, but returning they found him in the bushes, his horse and rifle gone; they carried him some 3 or 4 miles to a deserted cabin, where part of the men returned to Harrodsburg for pillows with which to support the wounded man, and the remainder watched over him through the night in the cabin; they heard Indians about the cabin and supposed that an attack would be made about daylight, hence all slipped out, leaving Mr. Poage in the cabin, protected with their saddles. - The Indians made the attack on the cabin, supposing that the whites were still within - but they found out their mistake when they received deadly shots from the unerring rifles in their rear, - they took to flight in great consternation; one of them having in his possession Poage's rifle was killed. That same rifle is now in possession of William L. Poage, of Hannibal, Mo., familiarly known here as Lindsey Pogue, who is a grandson of William Poage of whom we are speaking. The men returning with the pillows Mr. Poage was taken to Harrodsburg, but died in about 2 days afterwards.

A daughter of this William Poage named Ann, was then an infant, and afterwards became the wife of General John Poage, whose name is at the head of this article. She was the 4th white child born in Kentucky; the first was Harrod Berry (or Barry) born in Harrodsburg, of an obscure family, and grew up to be a worthless man; the second was Lovoisa Whitley, daughter of Col. Whitley, who was killed at the battle of the Blue Licks; and the third was Judge Logan, a son of General Benjamin Logan.

After the death of Wm. Poage, the attorneys who settled the estate &c. in their papers spelled the name Pogue, according to the sound, as they were ignorant of the true spelling, hence the spelling of the name of that branch of the family to which Wm. L. Pogue belongs.

The widow of Wm. Poage soon married Col. Lindsey, and he together with five others of her family was killed at the Battle of the Blue Licks; she married the third time a man by the name of McGinty. Wm. Lindsey Pogue derives his name from his grandfather and his step-grandfather Col. Lindsey.

As we have just stated the name of the family of Wm. Poage was changed by the lawyers to Pogue. Ann, as before related, married Gen. John Poage and **died** some six or seven years since. An elder sister, Elizabeth, who was about 13 years of age when her father was killed, afterwards in the family of her stepfather, Col. Lindsey, became acquainted with a young man by the name of Overton; they were engaged to be married, but he was one of the six of her mother's family who was killed at the Battle of the Blue Licks. Overton willed her 50 acres of land near Harrodsburg and on this same track of land she is still living. (Having married a man by the name

of Thomas,) at the advanced age of about ninety years. Robert, a brother, became Col. Robert Pogue, of Mason County, and was the father of Wm. L. Pogue. He commanded a regiment of Kentucky volunteers in the campaign of 1812; and together with his sons, among whom was Wm. L. Pogue, built Amanda Furnace, on the Kentucky shore, about a mile above Ironton.

The first winter which Gen. John Poage spent in Kentucky, was that of 1796-7, in which he was 21 years of age. He was visiting among friends, and occupied much of his time in hunting. He passed the time with Col. Robert Pogue of Mason county, with friends in what is now Fleming county, and was at the laying out of the town of Flemingsburg; also a portion of his time was passed with George Poage, we believe a cousin of his father, who was then a member of the Ky. Legislature from Montgomery county - the same who afterwards laid off an established the town of Ripley, Ohio and who, in connection with others built Bellefonte and Clinton Furnaces, above Amanda. In the spring he returned to Virginia, where he remained until the fall of 1799, when he again come to Kentucky, and settled in what is now Greenup county, at which point the conversation with reference to this immediate vicinity commences -

But we must reserve for next week.



PART TWO

We continue our reminiscences of last week - points elicited in a rambling conversation with General John Poage, who as we then stated, settled in Greenup county in the fall of 1799.

In the summer of that year his father, Major George Poage, his uncle, Col. Robert Poage, who was grandfather of the present Cyrus Poage and Harvey H. Poage, and Col. Robert Pogue, the father of Wm. L. Pogue bought all of the land on the Ohio river from a few yards below Catletts Creek in the present town of Catlettsburg the lower line of Catletts land down to the upper line of the farm now owned by H. A. Meade, opposite the lower part of Ironton - a little more than 10 miles on the river, - on the upper portion of this land General John Poage settled together with his brother, Allen Poage, who now resides in Illinois. They arrived on the 15th day of Oct. in company with them six black servants, and their father who soon returned to Virginia, and did not make a final settlement in Kentucky until 1812.

The party first broke ground about 4 miles below the mouth of the Big Sandy, near where Col. Hugh Poage the youngest brother of John now lives; where they built a half faced camp for temporary use, and soon after built a cabin in which the two young men, John and Allen, lived two years - keeping "bachelor's hall." On the arrival of the party, and for some days previous, all they had to subsist on was pounded corn and dried buffalo; and on the next day John was dispatched to "Kelley's Mill" for two bushels of meal. Luke Kelly, the father of the present Rev. John Kelley, it seems had a floating mill then in operation propelled by the current in the chute at the head of Ferguson's bar. About a mile and a half below Hanging Rock - the mill being anchored in the stream and made fast to the shore with grapevines. The mill was obtained, and late in the evening John returned with it to the half-faced camp through darkness and rain, where "Cris" the Negro cook was called on to bake a Johnny cake, on which they all had a real "feast" before going to bed.



Early the next morning the father gave John a few shakes with; "John, o John! - isn't it nearly daylight? Come get up and see if you cannot kill us some game to go with out meal; I ranged the woods all day yesterday, and could not get a shot at a turkey nor a squirrel." John " rolled out, " and soon had the satisfaction of killing a deer near the top of the hill - and hearing a dog bark down on the flat below he descended and found a strange dog which had "treed" a bear. He shot the bear which fell to the ground and commenced to fight the dog; but while the rifle was being re-loaded the bear dropped over dead. The dog was a shaggy gray - a fine animal in appearance - but could not understand a word of English, hence is supposed to have belonged to a party of Indians hunting at

that time on Symmes creek; he was evidently an "Indian's dog" and could not be coaxed to follow a white man by feeding or any kindness. On returning for horses to bring in the deer and the bear the father would not believe that "John had killed a bear" - it was all a "joke" - "too good to believe," &c. Nevertheless it was reality as their gratified pallets testified at the breakfast board on that morning. And from that time they were never out of meat; game was so plenty that when Cris would say, "Massa John, the meat is out," he could go out before breakfast and kill a deer, a bear, wild turkeys, or squirrels. Bears carried off their hogs constantly, but the rifle always made reprisals among the bears, enough to compensate for the loss of the hogs.

At this time - the time of Gen. Poage's settlement - there were but 10 families in what is now Greenup county. Alexander Catlett lived at the mouth of Big Sandy; Bryant, a squatter, who soon moved away, at what is now Bellefonte landing; Reuben Rucker, Joseph Powell, Stephen Colvin and Si Davisson, opposite Hanging Rock; Jesse Boone, made Judge on the organization of Greenup county and with whom his father Daniel Boone was then living, on the place where E. Hockaday now lives, above Greenupsburg; Major Andrew Hood, grandfather of William Hood, now in Greenup jail, just above Greenupsburg; - - Wilcox, where Greenupsburg now stands, and John Nichols, below little Sandy.

Also at this time there was but one family on this shore of the river from above the mouth of Big Sandy to Hanging Rock (or below) - a family which lived a short distance below Ice Creek; we do not recollect the name.

During the first winter - 1799 - 1800 - of General Poage's residence in Greenup county he spent much of his hunting time in company with Horatio Catlett, (son of Alexander Catlett at the mouth of Big Sandy,) then a boy of some 16, and who died some five or six years since at Catlettsburg.

On one occasion they came upon a buffalo trace and killed two buffaloes, about 15 or 16 miles back from the Ohio river; in the edge of what is now Carter county. They skinned and dressed them, built a high scaffold on which to place the meat out of the reach of wolves, and covered it over with the skins; and on the next day they returned with their horses and took the meat home. These, Gen. Poage, says were the last buffalo killed in this section of the country; the white men had taken possession of their grounds, and they moved off to the west.

On another occasion they hunted on Ice Creek, in this county, starting out on Monday morning, and in a five days hunt they killed 13 bears, all but 2 or 3 of them full grown. The last one killed was an exceedingly large one, while they were on their way home with their bear meat hung across the backs of their horses. They observed short scratches up a tree, "bears make long scratches coming down," and knew that he must be in a large hole high up the tree. The rub was to get him out - which they did by discharging their rifles into the rotten and dry wood of the trunk, setting the tree on fire. The flames rolled up the tree and soon reached the hole, into which fire fell and immediately brought out his bearship who perched himself on a limb, when the rifle soon brought him down.

The General relates another circumstance of interest. Early one morning in the spring of 1800, Cris calling for meat he took his rifle and canoe, and crossed the river. About a mile above where George C. Weaver's pottery now stands, at a lick near the creek, he shot a deer. He took it to his canoe and was re-crossing the river when he passed immediately in front of an "ark" of emigrants. One of them asked him how far it was to Limestone "now Maysville" which was answered civilly; and immediately the same individual asked; "whose horse have you been stealing and secreting over the river?" Which the General says he did not answer. A profusion of oaths of vulgarity was then showered upon him, together with epithets of "horse thief," &c. Poage's rifle was in the bow of the canoe, which he caught up, when the fellow dropped down, but soon re-appeared also with a rifle, when the General's own words; "I drew as nice a bead upon his breast as ever I did upon a deer - - intending to kill him; but the distance was greater than my supposition, and the ball fell and passed between his legs." The miscreant escaped but the best horse on the ark had one of his legs broken by the ball.

Also about the same time Thomas Buffington, "father of the present Col. Wm. Buffington and Major Jas. Buffington, (living just below the Guyandotte, fired upon an ark for vulgarity and obscenity used towards his wife who was washing at the waters edge; also the present Rev. John Kelley, below Hanging Rock, once fired upon a boat for a similar offense with respect to his wife. The General remarks that these 3 shots put a stop to like offenses on part of boat men.

After living about 2 years at the place of his first settlement, Gen. Poage married, as we have before stated Anna Poage, of Harrodsburg, and moved down to the place where he now lives - and built a house in which he at present resides in the year 1810.

He was upon the first jury and panel in Greenup county - which jury convicted one McClure from Twelve Pole of passing counterfeit gold eagles. The jury "hung" for a long time, General Poage, Col. Robt. Poage, and another being for conviction." The other nine admitted that the man's guilt by the evidence, but said it was "a pity to send him to the penitentiary." The honesty and firmness of the three, however, in time overcame the obstinacy of the nine, and the culprit went to the penitentiary notwithstanding the "pity."

In after year - Gen. Poage became quite a noted surveyor. He says that he has surveyed every farm from three miles below Portsmouth on the Ky. side of the Ohio river to the mouth of the big sandy, thence up the latter river up the Tug Fork about 70 miles, in all about 115 miles on the river border, besides a large portion of the back lands in Greenup and Carter counties; and upon this side of the river he has surveyed every farm from Burlington down to French Grant - - and surveyed in this county most of the original state and county roads.

He has seen in his life some hard service. He commanded a regiment of Ky. Volunteers - the troops of Greenup, Lewis, Mason and Nicholas counties - in the campaign of 1813, and was at the battle of the Thames with his regiment. He is a hearty healthy looking old gentleman, and now in his 78th year, appears quite vigorous - - which he attributes to early rising and abundant exercise. He has had some misfortunes caused by going "security" for friends who did not prove to be friends - - on account of which he has paid at different times about 5,000 dollars; yet he has enough left to carry him comfortably through his few remaining years.

But enough - - we have spun out this and the article of last week to a much greater length than we had anticipated, those, however, who know Gen. John Poage, will excuse the length.

NOTE: Gen. Poage informs us that there were two mistakes in our article of last week - Col. Whitley was killed at the Battle of the Thames, and not at the Blue Licks; and it was James Poage who located Ripley, and not George Poage. IR Feb. 3 & 10, 1853

Trade and Commerce on our Western Waters.

.... Previous to the year 1800, some 8 or 10 keelboats of 20-25 tons each, performed all the carrying trade between Cincinnati and Pittsburg. In 1802, the first government vessel appeared on Lake Erie. In 1811 the first steamboat (the *Orleans*) was launched at Pittsburgh. Previous to 1817, about 20 barges, averaging 100 tons burden, comprised the facilities for commercial transportation between New Orleans and the country on the Ohio river as high up as Louisville and Cincinnati IR Oct. 24, 1850

1801

Early Navigation on the Ohio.

Long before steamboats had broken with their puffing, the solitudes of the river Ohio's shores, ship vessels had passed down that stream from Marietta, and even from points higher up the Ohio.

Sea vessels were built at Marietta as early as 1801. The *St. Clair*, a brig of 100 tons burden, reached Cincinnati on the 27th of April of that year completely rigged, and ready for sea service, freighted with country produce and bound for the West India Islands.

Her arrival at Cincinnati was hailed by crowds assembled on the river banks, all eager to view such a prestige of the growth of the west but this was not the first sea vessel which went down the Ohio. In 1800, a schooner built at Elizabethtown on the river Monongahela called the *Monongahela Farmer*, was launched and equipped for sea service. She was freighted with seven hundred and twenty bbls. flour at Elizabethtown, and took in at Fort Massac on her way down, 2,000 bear, and 4,000 deer skins, all for the New Orleans market. She was owned in shares by an association of neighboring farmers, and commanded by Capt. John Walker, by whom she had been built, and left Elizabethtown on the 17th of May, reaching Louisville on the 16th of June, where she was detained on account of the low stage of water, until a rise in the ensuing January enabled her to cross the Falls, and reach Louisiana. This vessel made several trips as a packet between New Orleans and New York, making one trip from New York to the Balize in twelve days, an extraordinary passage, being the quickest ever known at that date - 1801.

What a picture of Western progress is afforded in the fact that all the mighty changes which have occurred in the political, social and intellectual conditions of the west, have taken place within the lifetime of individuals yet alive, and who were old enough to have part in effecting these changes. - *Cist's Advertiser*. IR Feb. 17, 1853

Early Navigation on the Ohio.

For the two decades of this century, and during the most of the third, all of the commerce of the Ohio and Mississippi and their tributaries was carried on by a few keel and flat boats.

I believe that Luke and James Miller, and perhaps others of the same family, followed the same business and that Luke was finally drowned while boating.

Those were heroic days, and boating was well calculated to develop a hardy and rugged type of men. It was a life full of adventures, excitement and perils. Inured to constant hardships, and isolated from all society for months at a time, and often for a longer period, illiterate in the start, they acquired a rough and rude language peculiar to boatmen of that period. There were no newspapers in those days, and no way of getting information as to what could be gleaned from "new comers," travelers passing through, and from boatmen.

This gave rise to a custom that prevailed quite generally, of plying such people with questions in view of attaining all the information possible in a given time. The settlers along the river were few and far between and always glad to see a fellow being and to engage him in a short conversation even at long range. So when a man saw a boat coming he would go to the bank and hail her. A fusillade of questions would be fired back and forth as long as the boat was in speaking distance.

Those interviews often ended in an altercation of words with taunts, threats, and such epithets as such party thought proper to indulge in. In some instances a resort to the rifle was deemed necessary to maintain the honor and dignity of the injured party. These extreme cases were inspired by a few bad characters found among boatmen at that time, who were abusive and insulting when an occasion was presented in which they dared to be so.

On one occasion a raft was passing a landing in Lawrence county and seeing a woman washing at the river's edge and no man in sight, the captain called to her and began to use improper language. The woman ran up the bank and told her grievance to her husband who snatched his gun and followed. As soon as he had gained speaking distance he demanded retraction and an apology for the insult. His demand was treated with contempt and he was called a coward. In an instant a bullet struck uncomfortably near the captain and right among a crowd of men. The man reloaded and when about ready to fire again, the crew got under cover, but the captain stood his ground, when another bullet whistled past him closer than the first. The next time the man, who was a good marksman, designed to cut the leg of the captain's pants, but the distance was increasing and his nerves unsteady from exertion; so aiming pretty close as he knew this to be his last shot being intercepted by a creek, a flesh wound in the captain's leg was the result. The woodsman returned in triumph feeling that his own honor and his wife's character had been fully vindicated.

A keel boat was one hailed by a man not a hundred miles from Symmes creek who asked the usual routine questions, and was answered by the captain as follows: Where you hail from? Red Stone. What you loaded with? Grindstones. Where you bound for? Blue Stone. Go to h___ &c. &c., was the abrupt ending of this laconic tilt.

I will not describe in detail how a keel boat was built. It resembled a canal boat, but not so wide, sharper at the bow and stern, with keel the whole length, and rudder for steering, and capatan on the bow for warping up rapids, decked over, cabin under deck and a runway on each side for the polemen or pushers to walk on.

A part of the crew were provided with poles eighteen or twenty feet long who would take their positions on the runway on the shore side of the boat and at the bow far enough apart to give each other plenty of room, would set their poles firmly on the bottom, the upper end of the pole against the shoulder, and then walk back to the aft end of the runway with a strong and steady step, thus giving the boat a great impetus forward. A line was also passed to the shore and manned by a part of the crew by placing it over their shoulder and pulling as they walked along the beach. This was called cordelling and was practiced where the shores were suitable. They often had to change from one side of the river to the other to accommodate themselves to its shifting conditions. In this way all the up river freight was carried until these crafts were superseded by steamboats; an event regretted by those old keelers as they saw their occupation passing away; but an event hailed with joy by the people as the greatest revolution ever known in navigation since history began, and more potent of all forces in the development of the greatest country on the face of the earth. IR January 30, 1896

Judge John Davisson

....Judge John Davisson was born in Maryland in 1777, came to Ohio and about 1801 settled on a tract of land beginning with the south bank of Storms Creek, following the Ohio river south to a point near where the D. T. & I. depot now stands, thence by a due east line out over the "Chronacher Hill" near the tunnel on Park Avenue. He was one of the pioneers who cleared away the timber and farmed the land on which the lower portion of Ironton now stands. He built his first log cabin about where the "old mill" used to stand, and set out fruit trees around it. Each year saw more land cleared and brought under cultivation until in 1812 he built a modern hewn log house; which stood about where Buckhorn street crosses Fourth street. HRIR pages 802-803

1802 No information available.

1803**Ohio becomes a state in 1803.**

Coal Grove, Ohio was once known as Panther's Run, Israel's Place, Hill's Store, Petersburg, Petersburg Landing and Monitor Furnace Landing.

In 1803, Jonathan Melvin settled in this area. During the night a panther attacked his little baby daughter, Sarah. From this incident the area became known as Panther's Run. [Sarah Melvin later became Mrs. Charles Hatcher.]

IR June 26, 1890 - The Common Pleas Court has changed the name of Petersburg to Coalgrove.

1804

An Old Timer.

Letter from a Citizen of Early Days

The following letter will call up many memories of the past, especially among the pioneers of this immediate region. Though the writer aims to give some information about the exhumed skeletons, his theories are not correct. The graves are those of the Mound builders and not of the Indians. This region was never thickly populated by Indians. They did come here, and frequent Hanging Rock and Ferguson's bar to entrap flatboatmen bound down the river, but they did not congregate here in great numbers, such as the mounds around suggest.

We are obliged to Mr. Carpenter for his letter, for it is an interesting chapter of the old times:

Carpenter Store, P. O., Mo., March 26, 1892

Editor *Register* - I see in the St. Louis *Republic* a statement from Portsmouth, Ohio, that on the old farm of Joshua Kelley's at Union Furnace landing, and under the old house there was unearthed a lot of human skeletons, that produced a sensation among the citizens in that part of the country. When I read it, it did not surprise me in the least. I was raised one mile above Hanging Rock on the old Wm. Carpenter farm, and one mile below Ironton and left there in 1841 to come to Missouri when I was 8 to 12 years old. I used to visit John Kelly's mid one-half mile below Union Landing and often went up to the Kelly farm before the Union furnace landing was established to look at old Indian mounds not far from the landing in the Kelly field, to find old bones of humans, dogs, horses, deer and other animals. It was said then to me, by old settlers, old aunt Amy Davidson wife of - Davidson, that there used to be an old Indian town there, and on the John Kelly farm just below it, and at an early day it had been a battle ground of the Indians and many were killed and buried there. After the Ohio river had been up in the spring of the year, the banks caved off from Union landing to opposite Mrs. Austin's old brick house, and there were many human and other bones left on the bank after the water went down. I with other boys have picked up five or more barrels of them when we went to mill, and waiting for our grist. I heard my grandfather, Samuel Clark, who did the work on John Kelly's log house, in the Fall of 1804, say that while he was there at work, some of the work hands found close to the line between the Kelly farm and the Austin farm a pile of lead bullets; that filled a peck measure full; and when digging the cellar for the Kelly house, in the southwest corner of the cellar, about 4 feet down, they dug up big human skeletons that were nearly 7 feet long and the jaw bone with teeth in it would slip over the jaw bone outside of the flesh of grandfather's face and not press it any. He was 5 feet 9 inches high and weighed 165 pounds. The leg bone from the knee joint to the ankle joint would, put on the floor, come to the top of his knee; and that there was a bone spear in the shape of a straight knife blade 11 inches long found with the skeletons when dug up there.

I have heard many thrilling stories told about the Indian doings at the head of the Ferguson bar in the river at and below Union Landing; of the murdering of a whole family going down the river in what was then called family boats, made to move down the river in taking the family and stock in the boat, and the bar in the river forced the boats close to the bank there, they became an easy prey to the Indians and many of them were murdered for what they had in their boats. These things were talked of many times by the old settlers, such as the Trumbos, Austins, Dollarhides, grandmother Yingling, Mr. Gilruth, Mr. Neff, father of George and Jacob and grandfather of Gabriel and Samuel Neff and by Mr. Osborne and Mr. Norman who lived at the mouth of the branch at Hanging Rock. The lower branch was named Normans run, after Mr. Norman, who lived at the mouth of the branch, on the lower side of the branch. The upper branch, Osborne run, that divided the old Bartles farm from the Hanging Rock the place just where the road crossed the bridge just west of the ground occupied by widow Ellison, west of the

Ellison house. And on the farm just opposite, where I was engaged, on the old Clancey farm, there were many Indian mounds full of human bones; that many of them were thrown out the ground by plow. I have heard old Mr. Warnoch and old Mr. Dugans talk of the big Indian town on that and the Mead farms and the stories they told would make the hair stand straight on one's head.

Now this is what I have been told by the old settlers in that part of the country, and have seen myself when I was a small boy and lived there then. I am a son of Wm. Carpenter and cousin of Wm. and Edius Lambert. Wm. Lambert is the father of Wm. and Whitfield Lambert, who were interested in the foundry at Ironton. I left there in 1841; came to Missouri and was back to the old place in 1855 and have not been there since. I would like to be back there to see the changes that have taken place since. I found when back there, but few of my old acquaintances and the old Lee, Smith, Davidson and Lionbarger farms sold and the town of Ironton on them, and the old man Bartles farm sold and a part of the town Hanging Rock built on it; and would not now find anyone that I ever knew as most of them are dead and the balance have moved away and I would be a stranger there now. I am too old to think of coming back to see the old place again; am 74 years old; have good health, strong hearing and sight; can shoot a rifle and hit the bottom of a half pint tin cut at 40 yards, 3 out of 5 shots; have chopped a cord of wood a day this winter.

When you read this, it will probably give you some idea of the mystery on the Kelly farm and you can publish it if you like, as it would give many of your people of your country an idea of how things used to be in that part of the country and the change that has taken place since I left there in April 1841, and hope this will not worry your patience out of you to read it.

Respectfully,

Amos Carpenter, Postmaster.

P. S. - Wilson Clark of Mason in your country is my cousin. My father, Fred Bartles, John Steece, Joseph Huffman and Wm. Wolf built Center furnace in 1836 and sold it to Robt. Hamilton, Jas. Rodgers and Wm. Shirer. IR April 14, 1892

1805-1806 No information available

1807

1807 Robert Fulton was known as the inventor of the steamboat when the honor should have gone to John Fitch or John Stevens. “*The Steamboaters*” by Harry Sinclair Drago.

IR Mar. 17, 1859 - The Steamboat - Fulton & Fitch.

Success in this world commonly passes for merit. It is indeed prima facie of merit; but a more thorough investigation often gives a better estimate of things. Perhaps no more striking instance can be found of the honor accorded to success, than in the popular belief that Robert Fulton was the originator of the steamboat. He has enjoyed this honor almost without question, for the last fifty years; and our school-books generally impress this idea upon the minds of the young.

The following statement, from Prof. Olmsted’s “Natural Philosophy,” will serve as an example of the prevailing notions on this subject: - “Although the idea of propelling boats by force of steam, was entertained by different individuals, in different countries, long before it was carried into practice, yet the first successful effort at steam navigation was made by our countryman Robert Fulton, in the year 1807. This year the first steamboat, the *Clermont*, ascended the river Hudson to Albany.”

Of late years a new claimant for the honor of invention has appeared in the person of a Spaniard, of the sixteenth century. - Prof. Silliman, Jr., in his work on “Natural Philosophy,” just published says: - “Blanco de Geray, a sea-captain of Barcelona, in Spain, in 1543, moved a vessel of two hundred tons, three miles an hour by paddles, propelled probably by steam, as the moving force came, it was said, from a boiler containing water, and liable to burst.” This was more than one hundred and fifty years before the steam engine itself was recognized as a practical invention, in its rudest forms. This story is by many regarded as fabulous, or at least as having received large additions, and is somewhat successfully called in question in an article published in the *Scientific American*, of Nov. 20th, 1858. The writer, John Mac Gregor, of London, says: - “Some months ago, I inspected two letters, written A. D., 1543, by Blanco de Garay, and now preserved in the National Archives, at Simancas, in Spain. These gave the particulars of experiments at Malaga and Barcelona, with large vessels propelled by paddles, which turned by forty men. By many authors, and for a long time it has been positively affirmed that Blanco de Garay used a steam engine for marine propulsions; but after careful and minute investigations at Simancas, Madrid and Barcelona, I cannot find one particle of reliable evidence for this assertion.”

Westcott’s “Life of John Fitch,” recently published at Philadelphia, throws new light upon the general question. From this work it appears that the first boat propelled by steam in this country, and probably in the world, was a small skiff, constructed by John Fitch, at Philadelphia, in July, 1786. He experimented upon various forms of propulsion, the screw endless chain, side-wheels, &c. and finally attained a speed of seven miles an hour, with this steam skiff. The next year, August, 1787, Fitch tried his second steamboat on the Delaware, in the presence of many members of the Convention to frame the Federal Constitution, and received a certificate of success from Gov. Randolph, of Virginia, David Rittenhouse, and many others. This boat was forty-five feet in length, with an engine of twelve-inch cylinder.

About this time a steamboat company was organized at Philadelphia for which Fitch constructed his third steamer - a boat about sixty feet long, and eight feet beam. This boat made a trip in July, 1788, from Philadelphia to Burlington, a distance of twenty miles. In October, of the same year, it made the trip to Burlington in three hours and ten minutes, carrying thirty passengers. The same boat made several other trips in that and the following years; but its speed did not satisfy the Company, and in 1789 they built another, with an eighteen-inch cylinder, and after sundry improvements, the boat attained a speed of eight miles an hour, in April, 1790. The same year the steamer made regular trips, advertised in the city papers, in Trenton, Burlington,

Wilmington, and Gray's Ferry. Twenty-three of these advertisements have been found, giving information of thirty-one trips. Several persons are still living who were passengers on this boat. Among these is Com. Charles Stewart, of the United States Navy.

The enterprise did not pay, and the Company lost their interest in the project while Fitch was building for them his fifth boat, the *Perserverance*, designed for the navigation of the Mississippi. This steamboat, without funds to realize his hopes, he was compelled to retire from the field. He seems to have done nothing afterwards, except to experiment in a small way, at Bardstown, Ky.

In the summer of 1794, Samuel Morey, of Connecticut, made a trip in a stern-wheel steamer, built by himself, from Hartford to New York city, with a speed of five miles an hour. Chancellor Livingston, and other distinguished men, went aboard this steamer at New York, and made a short excursion. Morey also built another boat at Borden___, New Jersey, in 1798, a side-wheel steamer with which he made a trip to Philadelphia.

In the year 1807, Fulton moored his first steamer, the *Clermont*, on the Hudson. Eleven steamers, at least, had been constructed before this, some of which would probably not suffer in comparison with the *Clermont*, but at that time, none were running. He had the advantage of all preceding experiments, and made his first boat a side-wheel steamer, similar to that of Morey, on the Delaware.

The *Clermont* entered upon a course of trips between New York and Albany, running the _____ each way in thirty-six to forty hours. From this time on, steam navigation suffered no intermission; and hence, Fulton, the last experimenter, has borne off all the ____ of his fair proportion.

Steamboat racing was introduced soon after the establishment of Fulton's time, and has kept even pace with steam navigation. The first race, probably that ever transpired is thus described by Prof. Renwick, of Columbia College, in the paper read before the New York Historical Society, and published in the Historical Magazine, August, 1858:

"In the month of September, 1809, I was a partaker in the exciting scene then first enacted, of a steamboat race. A company at Albany had been formed for the purpose of competing with Fulton. The first vessel of this rival line was advertised to leave Albany at the same time with Fulton's. - Parties ran high in the hotels at Albany; the partisans of Fulton were enrolled under Prof. Kemp, of Columbia College; those of the opposition, under Jacob Stout. The victory was long in suspense, and it was not until after the thirtieth hour of hard struggle, that the result was proclaimed by Dr. Kemp, standing on the taffrail of Fulton's vessel, and holding out in derision, a coil of rope to Capt. Stout, for the purpose, as he informed him, of towing him into port. - When the age, high standing, and sedate character of these two gentlemen are considered, it did not surprise me, who witnessed their excitement, when I afterwards heard of Western women having devoted their bacon to feed the fire of a steamboat furnace."

Poor Fitch, who should be called the Father of steamboat navigation, has long been forgotten, while Fulton the fortunate and successful, following in his footsteps, after an interval of twenty years, has become historical. It is pleasant to have justice meted out, at length, however tardily, and we cheerfully contribute our share to the impulse to right the wrong which has been done. - *Ohio Farmer*.

The Steamboat & Iron Era Begins

The First Steamboat on the Hudson Original Letter from Robert Fulton.

The following letter was addressed by Robert Fulton to Andrew Brink, the Captain of the *Clermont*, the first steamer that ever ploughed the waters of the Hudson river. - The boat was named *Clermont* in honor of the town bearing the name in Columbia county, where resided Chancellor R. R. Livingston, who furnished the funds to enable Fulton to construct the boat. The *Clermont* was 130 feet long, 18 wide and 7 deep. On the morning of the 7th of August, 1807, Fulton, with a few friends and mechanics, and six passengers, leaving on the shore an incredulous and jeering crowd, started for New York with the *Clermont* from Albany. The distance, 150 miles, was made at the speed of nearly, and on his return of full, five miles an hour. As the speed was less than had been anticipated, the boat was lengthened to 140 feet keel, and being otherwise altered was, early in the year 1808, placed for regular trips on the Hudson, between the cities already named.

The original letter is in possession of Person Brink, Esq., of the town of Saugerties, Ulster county, and a copy of it was sent to the Kingston *Argus*, for publication. It is as follows:

New York, Oct. 9, 1807

Captain Brink - Sir: Inclosed* is the number of voyages which it is intended the boat should run this season. You may have them published in the Albany papers. As she is strongly made, and every one, except Jackson, under your command, you must insist on each one doing his duty, or turn him on shore and put another in his place. Everything must be kept in order - everything in its place, and all parts of the boat scoured and clean. It is not sufficient to tell men to do everything, but stand over them and make them do it. One pair of good and quick eyes is worth six pair of hands in a commander. If the boat is dirty or out of order the fault should be yours. Let no man be idle when there is the least thing to do, and make them move quickly.

Run no risqué of any kind when you meet or overtake vessels beating or crossing your way, always run under their stern, if there be the least doubt that you cannot clear their head by fifty yards or more.

Give the amount of receipts and expenses every week to the Chancellor.

Your most obedient,

Robert Fulton

IR Dec. 17, 1868

1810-1811

Brush Creek Furnace	Built: 1810-1811	Adams County, Ohio	By:	Ellisons
The Ellisons in 1810-11, built Brush Creek Furnace in Adams county, one of the first furnaces in the State of Ohio. From there, some of them came to the Hanging Rock Iron Region. Among them was Andrew Ellison, a first cousin of the mother of Mrs. John Campbell , of Ironton, Ohio. He lived at Hanging Rock about 1832. SWI Nov. 8, 1907				

The first steamboat company, organized for the building and operating of steamboats on western rivers, was in December, 1810, when the Ohio Steamboat Company was incorporated by Daniel D. Tompkins, Robert R. Livingston, Dewitt Clinton, Robert Fulton and Nicholas J. Roosevelt. The company was to operate under the Fulton and Livingston patents. Nicholas Roosevelt, a relative of the late Theodore Roosevelt, was chief promoter of the Ohio River Branch of the Fulton interests.

“*River Steamboats and Steamboat Men*” by Captain Ellis C. Mace.

Early Steamboating on the Ohio.

The Pittsburgh *Post* says that the first steamboat built in that city was the *New Orleans*, which was launched in March, 1811, and was 138 feet keel and 400 tons burden. The second was the *Vesuvius*, which left Pittsburgh on her first trip in April, 1814 and was of 163 feet keel, 480 tons burden, and when loaded drew some six feet of water. The steamer *Buffalo* was next launched, of 285 tons burden, intended to run all summer, as she drew only 30 inches of water. The *Enterprise* was also built at Bridgeport, on the Monongahela, about the same time.

The *Vesuvius* was considered a fast boat, the following account of her speed is given by a correspondent of *Niles Register*, May 21, 1814:

In order to witness and ascertain her speed, I crossed the Allegheny, and mounting a very capital horse, I endeavored to keep pace with her along the road which skirts the river. But she moved so rapidly, that after riding three miles and a half in nineteen minutes, I gave up the attempt. In one hour and thirty seconds, she was at Middletown, 12 miles below Pittsburgh, where several gentlemen who had proceeded in her thus far came ashore. IR Aug. 12, 1852

History of Steamboats.

The history of steamboating on the Ohio river has been a history in itself of no little interest. The first steamer built on this river was The *Orleans*, of 400 tons, built at Pittsburg in 1812. The second was of 40 tons with vibrating cylinder, built at Pittsburgh by Daniel Fitch in 1813. Fulton built his first at Pittsburg in 1814. This boat was the first that came up the river, and landed at Parkersburgh in the spring of 1815. She brought with her a load of hides, wharf-rats and mosquitoes, and these nice animals were put off at all her landings.

The *Enterprise*, built at Brownsville, by Daniel French, on his patent, commanded by Capt. L. Greggs. On the first of December, she took in a cargo of ordnance stores at Pittsburgh for New Orleans. She was employed in transporting troops, subject to the order of Gen. Jackson, and made one voyage to the Gulf of Mexico in the summer of 1814.

Fulton built the *Aetna*, at Pittsburgh, in 1815, and French built the *Dispatch*, at Brownsville, Pa., in the same year, only 35 tons. The *Buffalo* 300 tons, and the *James Monroe* 90

tons, were finished by Whitney in 1815. The first boat built at Wheeling was by Capt. Henry M. Shreeves called the *Washington*. - Her engines and boilers were on the upper deck.

From 1816 the following boats were built, Hart and Fulton running a race for precedence in the steamboat business:

Boats	Built	Ton
Alabama	1819	
Cedar Branch	1818	250
Cincinnati	1818	120
Eagle	1818	70
Exchange	1818	200
Experiment	1818	40
Frankfort	1818	220 (or 200?)
Franklin	1816	150
Gen. Jackson	1818	200
Gen. Pike	1819	
Geo. Madison	1818	200
Gov. Shelby	1818	120
Harriet	1817	40
Hecla	1818	70
Henderson	1818	86
Independence	1819	
James Ross	1818	330
Johnston	1818	90
Kentucky	1818	30
Louisiana	1818	45
Napoleon	1818	330
New Orleans	1818	300
Ohio	1818	440
Oliver Evans	1817	70
Pike	1818	25
Rifleman	1819	250
Rising States	1819	
Rising Sun	1819	
St. Louis	1818	320
Tamerlane	1818	320
Vesta	1819	100
Volcano	1818	250

The *United States*, built in 1816, owned by Hart; two separate engines, made in England; drawing but little water, capable of carrying 3000 bales of cotton.

The building of steamboats from 1819 to 1824 was a discouraging business in the country. Pittsburgh had its enterprising men, but there was no money to develop the business. June 1829, James H. Forsyth, located at Wheeling, and with the completion of the National Road, but a short time after, under the auspices of Henry Clay, established a business that nearly covered the West. His brother-in-law, Wm. Dobbin, then in partnership with him, went in a branch house in New Orleans, built the second boat built at Wheeling, which ran successfully for several years. There were then but nine steamboats on the Ohio and Mississippi in good preservation and of those Mr. Forsyth commanded the greatest interest, having a house in

Baltimore, Wheeling, New York, St. Louis and New Orleans. In 1829 Wm. Dobbin, his brother-in-law, built a boat in Wheeling called the *Cotton Planter*, which was very successful in the lower trade. In 1832, Wm. Forsyth, cousin of James H., built a boat, the name of which we have forgotten. He ran up the Arkansas river and did a general trade, but was not very fast. Mr. Forsyth commanded several boats, and was afterwards for several years, wharf-master at Pittsburg. Mr. Redick McKee, then of Wheeling, built two or three elegant boats, the finest on the river, between 1836 and 1837. Some of our old citizens will remember the *Peru*. If we remember right she was sold on her second trip to the lower trade. - There were then no boats built at Cincinnati or below that. Pittsburgh and the towns above, supplied most of the boats. We think the first boat completed at Cincinnati was in 1832, about as early as 1837 there were several large boats built for the lower trade at New Albany, Indiana.

In 1845, the Pittsburgh and Cincinnati Packet Line was established consisting of six boats. It was a perfect success and coined money for the owners. It consisted of the *Buckeye State*, *Keystone*, and the others we do not remember. In 1852, a Wheeling company started five boats, the best ever on the river, to run from Wheeling to Louisville. They were the *Falls City*, *Thomas Swan*, *City of Wheeling*, &c. They ran but about a year, and were sold to the lower trade. They were mainly passenger boats and railroads beat them.

The *Arrowline*, run by Capt. J. H. Roberts was put on as the first regular packet between Wheeling and Parkersburg. In 1850 he obtained a mail contract and that established the line.

Very few of the old Captains are now on the river. Capt. Crooks, of Belleville, was a compeer of Wm. Forsythe, but he has long since retired. We think Capt. Russell, of the *R. R. Hudson*, Capt. Booth, of the *Rebecca*, and Capt. Moore, of the *J. N. McCullough*, are now about the oldest and best Captains on the river.

We have compiled this brief article of steamboating mostly from statistics in our possession and memory, but we think it is accurate as far as it goes, and will give our readers knowledge of what the business has been and who did it.

The building of steamboats in Parkersburg has been no small business; but has been a means of developing the powers of no small extent.

The first steamboat that was ever built in this city* was mainly thro' the enterprise of Mr. Cincinnati Neal. It was called the *Dispatch*, built, as we believe, in 1847, for which building Mr. Neal became a pioneer and took out hands to cut the timber. It was a boat of only about 50 tons, but did its work in the trade.

We then built the *Winchester*, *Danube* and *Scioto Belle*.

Next came the *Courier*, built for J. H. Roberts & Co., by Mr. Henry Logan, for a mail packet between here and Wheeling, to take the place of the *Arrowline*.

Next came the *Parkersburgh* that run between here and Cincinnati and was sold to the Southern trade. After that came the *Henry Logan* which ran for six years in this trade up to 1862. Then the *Ben. Franklin*, *Homer*, *James Powell*, *Havanus*, *Arcade*, *Dickinson*, *Kate Henderson*, *Lewellyn*, *C. B. Horton*, *Hard Times*, *J. G. Blackford* (we are not sure whether she was built here or not but think she was)____, *Betty Dugan*, *Try Us*, *Muta* and *West Virginia*. These are the principal steamboats that have been built here. The B. & O. R. R. Co are now building a steamer for transfer to be called the *Mount Clare*. There have been numerous barges built for the B. & O. R. R. here, but our only object in writing this article is to give items of steamboat progress on the river. We will keep for future time the incidents relative to our present boats, which do not try their speed on the same scale that they did before the railroads were running through the land at greater speed. The fast time ever made on the Ohio River from Cincinnati to Wheeling was by the *Thomas Swan*, of the Wheeling Line, running against the Pittsburgh steamer, *Buckeye State*, in 1852. Time 40 hours 13 minutes. - *Parkersburgh American*. IR April 23, 1868

Interesting Reminiscence.

I have been interested in grandpa Irwin's early recollection of events in Lawrence Co. I believe he says his father settled there in 1827.

My father's family, consisting of mother, brothers and sisters, arrived on Ohio soil in 1810, his father having died on the way from South Carolina, from where they emigrated. Father was 10 years old at that time. He saw the first steamboat that descended the Ohio river in 1811, I think. I have heard him tell of the privations the early settlers had to face. There were no Indians to fight, but wild beasts such as bears, wolves and occasionally a panther, making it necessary to house all young stock at night and watch them closely during the day to insure their safety. They often pounded corn in a mortar, this being a hole rounded out in the end of a block; and later on, some enterprising individual made a hand mill where the settlers would gather and wait their turn to run the mill by turning the crank by hand while their grist was ground, the owner of the mill taking a share of the corn for the use of the mill.

They first settled on Paddy Creek, but a few years later, they build a log cabin on the Low Gap between where uncle John Lynd lived on Buffalo and the place is still occupied by some of his descendants and where Archy Murphy lived on Solida. This place is now owned by a Mr. Moore. There they lived several years, and enjoyed all of the ups and downs of a frontier life. Burlington the first county seat was in its infancy at that time. Schools were a very rare thing for many years. Mail facilities were very limited. When a person was lucky enough to receive a letter the postage was 25 cts. paid by the addressee. The first representative to the legislature went across the country horse back and their constituents hardly heard from them until their return, after the session was ended.

My first recollection was at a house raising of my father's, just across the branch from where Mr. Moore lives on the head of Solida. After the raising some of the men got into a quarrel, and some one struck Tom W. Ross with a club, and he was unconscious until about midnight. This was about 1839. I was then about 5 years old. In 1840, my father built a cabin on the head of Charley Creek. That year I have my first recollection of a political campaign. Harrison and Van Buren were the candidates, and I think it was as exciting a campaign as I have ever experienced. I may later on, tell of my early school experience and how the boys and girls of those days had their recreation, with their limited means and many disadvantages. H. Imes, Imes, Kans., Feb. 25, 1899 IR Mar. 2, 1899

Scott Genealogy

Robert Scott and Elizabeth Burt were the parents of Uriah Bonser and Perry Scott. The reader will become more familiar with them as the history of steamboating progresses.

Robert Scott married Elizabeth Burt, Scioto County, Sept. 12, 1810 Believed to be Capt. U. B. Scott's parents.

Robert Baird Scott was born 1788 in Pennsylvania. He married Elizabeth Burt, September 14, 1810 in Scioto County, OH, daughter of Benjamin Burt and Rhoda.

Children:

Hannah M. Scott, m. Demas H. Cutler, March 02, 1843, Scioto County, OH.

Benjamin B. Scott, b. November 24, 1811, Scioto County, OH

Julia O. Scott, b. Abt. 1816, Scioto County, OH.

Perry Scott, b. January 10, 1818, Porter Twp. Scioto County, OH

Elizabeth Scott, b. 1820, Scioto County, OH.

Uriah Bonser Scott, b. March 25, 1827, Porter Twp. Scioto County, OH

Maria L. Scott, b. December 10, 1832, Porter Twp. Scioto County, OH

1812

War of 1812

Gabriel Kerr married Jane, daughter of William Crawford, in Washington county, Pennsylvania about 1809 and in 1812, he and his brother, Thos. Kerr, moved down the river in a flat boat loaded with apples, flour and cider and landed at the mouth of the Big Sandy, December 24, 1812. In the Spring of 1813 they moved over and settled on the farm now owned by Abrams and Campbells. IR March 30, 1905

1813-1814 No information available

1815

The Ohio River Floods in 1815

The extraordinary floods are from 50 to upwards of 60 feet above low water. The one of April, 1815, was 58, that of February 1832, was 63, and that of December, '47, was 62 feet."

1816**The Formation of Lawrence County, Ohio.**

Lawrence county as it is today [1916] geographically is the result of a law enacted in December 29, 1816 by the Ohio Assembly. Previous to that time the territory now known as Lawrence county was a portion of Washington, later Gallia and Scioto counties. At one time in the early history of the state Washington county line extended from Pennsylvania to the Scioto river. When the county of Adams was laid out it took from Washington county all that section of the county lying west of the upper boundary of the French Grant and of a line running directly north from the interior point of that boundary, thus giving to Adams a small strip of the present township of Elizabeth in this county. In March, 1803, Scioto and Gallia counties were formed, the Eastern boundary of Adams being taken as the dividing line of these two counties and all of Lawrence county was included in Gallia, with the exception of a few sections in the western part of Elizabeth township which belonged to Washington. It remained this way until the county was laid out as it is today. ... Lawrence county has a river line of about fifty miles and the bottoms all along the river are wonderfully rich and in a high state of intelligent cultivation.... IDR Sept. 19, 1916.

Lawrence County was named for Commodore James Lawrence, who fell in naval battle crying, "Don't give up the Ship."

Burlington was the first county seat of Lawrence county, Ohio.

1817

Writing to our esteemed friend Capt. Gillett, for some special information, the other day, he adds to his answer, the following incidents:

I can recollect that 1817 was a season of long continued low water and by far the most smoky. It was famous for many years as the smoky fall. Ferrymen had to keep a man continually ringing a bell on the shore while the boat was crossing for many days. The woods were on fire in many places and people got lost in the smoke while lighting fires. The winter of '27 and '28 was the warmest, cloudiest and foggiest. Peach-trees in full bloom first week in February, and not a particle of ice in the river all winter. 1832 gave us the highest flood by 2 inches here; also higher at Pittsburgh by 12 feet, and at Marietta by 6 feet than the high flood a few years after. 1838 gave us the lowest water by 10 inches ever known, but 13 inches on the bar at Guyan and very little more at Twelve-pole, Quicks' Run, Snag Bar and 4 mile. Capt. Wash Kerr and I carried a couple of flat boats laden with dry goods from Portsmouth to Louisville on hand spikes by the help of a great amount of dragging and shoving to deeper channels. The government should have made us an appropriation of a few hundred for river improvements. You may judge from the rates of freight we got, something about the stage of water. We got \$1.25 per hundred lb. to Louisville, 75 cents was the tariff to Cincinnati. Not a boat turned a wheel above Cincinnati for two months except an effort made by the little steamboat *Odd Fellow* to come from Cincinnati to Maysville. She was no larger than a large steamboat's yawl. She got up to the foot of 4 - mile bar, 10 miles above the city and could not get over.

I made a call on my old friend C. W. Wakefield, the other day. He gave me a great many interesting incidents of the early settlement of the upper end of the county, among which, he and three or four other young men, all of whom I used to be well acquainted with, saw 18 wolves swim the river, coming out just below where my home stands. This was in 1816, two years before

I came here. Mr. Wakefield showed me a wild-cherry tree not over 50 years old, from the seed that now measures 7 feet in circumference. Please put that on paper. IR Feb. 7, 1878

Some Landings Along the Way.

River Towns in 1817.

An "Emigrant's Guide," printed in 1817 gives the following intelligence of localities along the Ohio River, at that time:

"Gallipolis is delightfully situated on the bank of the Ohio, fourteen feet above the highest rise of the river, three miles below the Great Kenhaway (sic). This town was settled by a colony of five hundred French in 1790, but the present number of inhabitants is considerably short of that number. There are about seventy houses, a Courthouse, church and printing office. They make a good wine from a species of native grape. There is a vineyard of six acres which is expected the present year to produce one thousand gallons of wine."

Lawrence county had recently been laid off, was not yet organized, and no mention is made of any towns in it.

"Portsmouth, the seat of justice of Scioto county, stands on a peninsula formed by the confluence of the Scioto with the Ohio. Its site is pleasant, gently inclining to the south. It contains about one hundred houses, mostly new."

"Alexandria is situated on the margin of the Ohio, two miles below Portsmouth, and immediately below the Scioto. It was formerly the county seat, but was abandoned in consequences of an inundation caused by an extraordinary rise in the Ohio. The water rose four feet above the level of the plain on which it is built. I measured the bank at this place last June, and found it to be seventy feet above the surface of the water, which was then an ordinary height. There are fifteen old buildings, and a tavern, well supported by the votaries of Bacchus. Indolence and dissipation characterize the inhabitants. They have a constant supply of excellent fish. I saw a catfish caught at the mouth of the Scioto weighing seventy-four pounds."

"Manchester stands near the lower end of Massie's Island, fifteen miles above Maysville. It is pleasantly situated, commands a view of the Ohio, but appears stationary. It has about forty old houses."

"Adamsville is about eight miles above Manchester, which it resembles in appearance and size."

"Maysville contains about 400 houses, a glass factory and a printing office. It is a brisk place, being the principal river port for the northeast half of the State, as Louisville is for the southwest. Boats and wagons are continually arriving and departing and great numbers of emigrants cross at this place for Ohio and Indiana. The taverns are well kept and charge reasonable. The great road from Lexington to Chillicothe crosses at Maysville. Several vessels have been built above the town."

Brown county was then embraced in Clermont. No mention is made of Ripley, which must at that time have been a place of considerable importance.

"At Augusta the margin of the river is beautifully ornamental with a double row of locust trees, and the streets and yards are also shaded by locust and poplar. The day I arrived there was very hot and sultry. The neighboring fields were filled with Negroes, bareheaded, toiling beneath the rays of a scorching sun, while the well-dressed whites sat in groups beneath

refreshing shades, engaged in reading newspapers, and beguiling the hours in the vivacity colloquial intercourse. This town has a particular air of neatness, but its trade is not very extensive. There are about seventy-five houses, a Courthouse and a meeting - house."

The first steamboat that went down the Ohio river landed a little below where A. P. Kouns Landing now is, and did not land again within this county. IR Feb. 14, 1878

More Landings & Bars

Bardsley Landing	Rome Township Lawrence County, Ohio	
Blankenship's Landing	Symmes Township Lawrence County, Ohio	
Boat Yard	Union Township Lawrence County, Ohio	On former years there was a number of flat-boats constantly on the stocks, being built above and below the mouth of the drain, called Skin Creek, which runs near Bradrick Chapel. This bank from the fence to the river and from near the mouth of Indian Guyan down to the mouth of Snake Creek was called "Boat Yard." This tract of land or part of it was owned by L. D. Suiter, for many years. He and others had built here a great many flatboats, which, when sold, brought many dollars into the county.
Bradrick	Union Township Lawrence County, Ohio	It was formerly known by the name of Indian Guyan and Bradricksville, and was a river landing. It has long been a business locality. In an early day, many boats and barges were here. The lumber was obtained from a saw mill located a short distance up the Indian Guyan, and, also, one about three miles from the mouth of Symmes Creek. All traces of these mills have long passed away, and the generation who carried on this industry have gone to join the great majority. IR September 15, 1887.
Brook's Bar		
Burke's Landing		
California Rocks	Union Township Lawrence County, Ohio	Coryville, named after Dr. Cory, of Ironton, was formerly known as the California Rocks. This locality is known to steamboatmen from one end of the river to the other. It derives its name from the steamer <i>California</i> . This craft was wrecked in the river here by colliding with the steamer <i>Isaac Newton</i> , in the year 1848. This was before signals were used. The <i>California</i> was descending the river laden with

the wealth of the East, which had then to be transported by water. On board were many passengers. She had made a landing at Indian Guyan, had got out into the river again and was proceeding on her way when she met the *Newton* coming up with a full head of steam. The usual fearful consequence resulted, and all was terror and confusion. Twenty lives were lost. Most of the goods were recovered in a damaged condition. The dead were buried among the rocks, far from friends and home. Costly silks and satins were spread out on the rocks to dry. By the aid of a diving bell all the goods except the iron safe were recovered. The safe containing many thousands of dollars still lies beneath the placid waters of the beautiful river, and but few are left to inquire about the terrible tragedy enacted at the base of this little village. The *Newton* was said to be a wild boat, commanded by Capt. Hopkins and piloted by Tom Hamilton, with whom she had run away.

Carner's Grove	Russell, Kentucky Greenup Co., Kentucky	
Cox's Landing	West Virginia	IR Nov. 20, 1902 - Dr. Cox Dead. - Dr. Jesse Cox, one of the pioneer residents of this city, died ..aged 83 years. He was born at Cox's Landing, W.Va, Jan. 6, 1820, and had been a resident of this city since 1863. For many years he had been practicing dental surgery on Center street, and was the oldest practitioner in that line in Southern Ohio. Survived by a widow and the following children: George and William Cox and Miss Nannie Cox of this city, Frank Cox of Dayton, Ohio and Henry Cox of Kansas City, Mo. Nelson Cox, the well-known fruit grower, who died a few weeks ago, was a brother of the deceased.... The remains were taken to the residence of George Cox on South Fifth street...burial at Woodland.
Crown City	In Gallia County just over the Lawrence County line. Known as Bay's Bottom, Rankins Point and Hell's Half Acre.	Was Packet Boat shipping center in early days.
Dogham Bar	Lawrence Co., Ohio	Also known as Dogham Ripple. In the first

settlement of the country the people did not keep their hogs up, but let them run out and get their own living and frequently did not even feed them food to fatten them, but one man who had a claim that is, who had carved a broad spot out into the woods, would kill what hogs he could find near his improvement, when he wanted to kill them. Esq. J. Bowen, had a claim and would kill, in the fall all hogs he could find, hitch a horse to the hog, haul it home and scald it, and take off what hair would come, but owing to the long distance he sometimes had to haul them and then make a fire, carry the water and heat it, all taking so much time that sometimes the hair would set, and he could get only part of it off. He sold whisky and pork to the boatmen. Some of the hogs were very small and lean especially when there was no mash. Some boatmen bought some of those small hams that had some hair on, and said that they were dog hams. It soon got "noised around" among the boatmen and they gave the bar which is in the river near where he then lived, the name "Dogham" bar or "Dogham" ripple.

Duncan's Landing

IR Aug. 25, 1859 - Located about two miles above Symmes Creek. Probably named for Wm. Duncan who lived there.

Duvall's Landing

Ferguson's Bar

Ferguson's Sandbar

Named after Vincent Ferguson who settled it in 1796. Union Landing was opposite Ferguson's Sandbar.

Firebrick Co.
Landing

Fletcher's Landing

Foster's Landing

Franklin Landing Scioto Co., Ohio

Fuller's Landing

Gillett's Landing

Guyan Bar

Hall's Coal Landing

Hanging Rock	Hamilton Township Incorporated: January, 1851 (see Ironton Register, January 30, 1851)	Hanging Rock was the name given it from the overhanging cliff above the town, where the bold front of a huge rock juts from the hill, threatening the village below, literally with a "hanging rock." Another story: The Indians called it "Heap Big Rock." When the white man arrived in 1794, they chased the Indians back and told them they'd hang the first red skin that peeped over the rock, and since then it has been Hanging Rock. Hanging Rock has also been known as the "Bend in the River." Another story: There was a rock in the river that hung up the boats, thus calling it "Hanging Rock." Part of the town of Hanging Rock was built on the old Bartles farm.
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Hanging Landing	Rock	Hamilton Township Lawrence County, Ohio
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Hecla Landing

Hill's Woodyard and Hill's Landing	Upper Township Lawrence County, Ohio	Former name of Ironton - IR Aug. 27, 1908 - Old Resident A letter was received Thursday by Postmaster Strobel and handed to us by Deputy Wiseman, which comes from a man who has been out of communication with Ironton for so long a time that he asks for the names of the newspapers published here. His name is Dave Carpenter and in his note, he gives some interesting information about his history in relation to this county.
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He states that he was born and raised until eighteen years old one mile above Hanging Rock, long before Ironton was. He adds, "The Lamberts and Clarks are my kindred on both sides. My first school days were in the log meeting house that stood on the Ohio bank just below the mouth of Storms Creek. Your city was then known as Hill's Woodyard, afterwards Hill's Landing. Kneffs, Kemps, Lionbergers, Davidsons, Henrys had farms all around out to the hills. Fond memories carry me back to the old home, though it is not what it used to be. Sixty-five years have flown since I bade it goodbye."

Holderby's Landing	Huntington, W. Va.
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Iron Mountain
Landing

Junior Landing

Kouns Landing	Union Tp Lawrence County, Ohio	Named for Andrew P. Kouns. The first steamboat on the Ohio landed at Koun's landing, and at no other point in the county.
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Limestone	Former name of Maysville, Kentucky.
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Means Landing

Miller Bottom	Named for the Millers who settled it. The original John Miller, who settled here, was a very strong federalist and was generally known as one, and the boatmen gave the creek the name "Federal Creek."
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More's Landing Paddy Bar	Bar below Paddy Creek named by the boatmen of that era.
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Paddy Landing	A boat landing below Paddy Creek
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Paddy Run	The boatmen named this stream which was a part of Paddy Creek.
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Petersburg Landing	Coal Grove, Ohio Lawrence County, Ohio
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Pine Creek Landing

Poague's Landing	Ashland, Kentucky
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Portland Bar

Proctorville/Proctor Landing	Union Township Lawrence Co., Ohio	IR Aug. 14, 1890 - Proctorville is located twenty two miles above Ironton and is on the Ohio river almost opposite the old town of Guyandotte. The village was named for Jacob Proctor. - Ironton <i>Register</i> , Thursday, September 20, 1877 -It seems that at the incorporation of Proctorville, a variety of names for the town, was suggested among which was "Cherrington," as a sort of a golden mean between Grant town and Proctorville, but the latter was adopted. Now why not call it for
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short, Proctor, and thereby save a lot of useless writing? By the time a hundred years or so roll around, that unnecessary tail ville, will have absorbed several days' hard work. Amputate the tail. Ironton Register, May 5, 1892 - T. A. Walton wrote about the "Mound Builders," the Indians that were in this area. He wrote, "Where Proctorville now stands was one day part of a well paved city, but I think the greater part of it is now in the Ohio River. Only a few mounds there; one of which was near the C. Wilgus mansion and contained a skeleton of a very large person, all double teeth, and sound, in a jaw bone that would go over the jaw with the flesh on, of a large man; the common burying ground was well filled with skeletons at a depth of about 6 feet. Part of the pavement was of boulder stone and part of well preserved brick.... Other: W. G. Curtis was postmaster in 1904. Proctorville was first known as Proctor Landing

Rankins Landing

Riverview

Russell, Kentucky
Greenup County, Ky.

Scioto Bar

Union Landing

Union Tp.
Lawrence Co., Ohio

In 1797, the Kelleys came and settled in the neighborhood of Union Landing. Rev. John Kelly built the first horse mill near Union Landing. Union Landing was opposite Ferguson's Sandbar. Union Furnace Landing was built on the Kelly farm.

Walker's Bar

Walker's Landing

Wilgus Landing

Lawrence County,
Ohio

Furnace era begins in Kentucky & Ohio.

1818

Argillite Furnace	Greenup County Kentucky	Built: 1818	Richard Deering & Trimble Brothers
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IR Jan. 23, 1902 - An obituary in the Greenup (Ky) *Democrat* of today says: "Mrs. Sarah Davisson (nee Brammer) ...was born in Lawrence county, Ohio, Aug. 5, 1821. Died at Oldtown, Greenup Co., Ky., Jan. 19, 1902...Her parents Joseph Brammer and Nancy Lee were natives of Patrick county, Va., the "Old Dominion," the latter, as indicated by the name, a close relative of the Lee family whose history is a part of the warp and woof of that grand old commonwealth. After coming west and residing for many years in Lawrence County, Ohio, they removed about the year 1818, to Greenup county, Ky., and settled in the Ohio bottom just above Greenup. Sarah Brammer married Daniel B. Davisson, August 27, 1850. To this union was born one child, Madison Davisson, an honored and respected citizen, who, with his loved family, resides in Greenup. - She joined the Storms Creek church (now First Baptist church of Ironton) in 1851...

1819

First boat to pass down the Ohio River to Lawrence County was the *Cyclopedia*.

Excerpt from P. W. Gillette - In 1816, only 81 years ago, my grandfather, who lived in Central New York, wishing to emigrate to Ohio, hired wagons to haul his family and such household goods as he could afford to take so far, and set out on what was then considered a long journey across the Allegheny mountains. When he reached the navigable waters of the Allegheny river, the only transportation offered was a passage down the Ohio on board a pine lumber raft, on which they erected a temporary shanty in which to live during the passage. In this way they reached Marietta quite comfortably on December 12, 1816. The family remained in the neighbor of Marietta two years, when they removed down the river to Lawrence county in a small flat boat built by themselves for that purpose. There were no steamboats running on the river then. The first steamboat that ever past down the river, as far as Lawrence county was the "*Cyclopedia*." She had the old fashioned "walking beam" engine, and was a great curiosity to the people. A man stood on the deck constantly casting the lead, and crying the depth of water to the man at the wheel. This was in 1819, but steamboats were not very plentiful on the river for many years... IR May 20, 1897.

1820 - 1821 No information available

1822

The first brick house in this part of the country - located on present site of Ironton, Ohio.

Judge John DavissonBeing one of the most prosperous farmers in the neighborhood, in 1822 he built the first brick house ever erected in this part of the country. For that purpose he brought brickmakers from Columbus, and they made and burned the brick on his own land and laid them in the walls. This was a two-story residence and marked a new era in home building for the surrounding neighborhood, and attracted no little attention. It stood just back of the present New Excelsior shoe factory, fronting the river. It was occupied by his widow and family after his death until 1848, when the farm was sold for a townsite for Ironton, and the first lots were sold in June, 1849. This old house stood as a landmark long after the town started, but was torn down in

1892 to make way for improvements.... His wife was Susanah Lambert, born in New Jersey just twenty days after the Declaration of Independence. She died in 1848. They reared a splendid family of twelve children, nine sons and three daughters, who in turn have founded some of the best families of this region and in western states. HRIR pages 802-803:

1823 No information available

1824

Pactolus Furnace	Greenup County, Kentucky	Built: 1824	McMurty & Ward
Steam Furnace	Greenup County, Kentucky	Built: 1824	Shreeve Brothers

1825

The first locomotive ever built was built by Stephenson in 1825 ...This engine was, of course, in its day considered a miraculous achievement. Its first trip was twenty miles in five hours. It weighs only eight tons. IR Apr. 28, 1859. Ironton had her first locomotive the "*Essex*" in 1850-51

1826

Bellefonte Furnace	Greenup County, Kentucky	1826	By: A. Paull, George Poage & others
Union Furnace		1826	By: James Rodgers & Co.

The First Iron Furnace

William Louderback's Recollection of Union Furnace.

Of the old men of our town, no one holds his age better than William Louderback, who is nearly 82 years of age. He has worked nearly all his life about the furnaces of the Hanging Rock region, and his fund of recollections of early iron making is rich. The following is the substance of a conversation with him.

"My father was Peter Louderback who moved from Pennsylvania at an early day and settled in Scioto county about three miles from where Sciotoville now stands. I was born April 11, 1811. When I was four years old, I was placed with Jesse Wolf who lived in Lawrence county about three miles from where Center furnace stands. Wolf was a prosperous pioneer. In addition to his farm, he ran a small still and made enough runs each year to supply the neighborhood. He brewed some beer also. During the hunting season, he would kill many deer and would sometimes have from 60 to 70 deer skins to sell in the spring. When I was about 13 years old, I went to live with Joshua Horner at Kelley's Mills on Pine Creek."

"While living there, Union Furnace was built. It was the first iron furnace in southern Ohio, and they began building it when I was 14 years old. It was only about a mile and a half from where I lived and I hauled charcoal to it when it began running. Charcoal was then hauled in 150 bushel beds. We used oxen altogether for there were no mules in the country then. James Rogers, who was the manager of the furnace, was the first man who counted five pecks of charcoal, a bushel. The furnace was on a primitive order. It made only about three tons a day. The output on Sunday was run into pigs, but the output during the week was made into hollow-ware, stoves &c. The molten metal was ladled out from the hearth and poured into the various molds. A man was employed to skim the metal in the hearth and I have done the work many a time."

"John Sparks was the name of one of the owners. David Sinton his nephew was a boy of all work about the store and office. I have heard that Sinton died a millionaire in Cincinnati.

Thos. W. Means was bout the furnace also." [Union Furnace was built in 1826, by John Means, a South Carolinian, who settled with his slaves in Lawrence county in 1819. He was an abolitionist and came to Ohio that his slaves might be free. - ED.]

"Slaves used to run away from Kentucky quite often in those days. I remember of many who went through. There were so many passing, that one man made a living by catching them and taking them back to Greenup, Ky. Once, a slave stopped at the home of a man named John Bruce and begged a breakfast. He was invited in, and while eating, he saw Bruce's rifle hanging over the door. Something happened to scare the runaway, and he jumped up and grabbed the rifle, and shot Bruce dead. He then escaped."

"I have worked at Franklin, Junior, Buckhorn, Olive, Vernon and other furnaces and came to Jackson from Buckhorn. When I was at Olive I enlisted in the 4th Ohio Calvary and served seven months. My son Jacob served in the war also."

"The pioneers believed that the Indians had a lead mine on Raccoon Run, which flows into Pine Creek. Many a search was made for it, but only little pellets of lead were found." - *Jackson Standard*. IR Nov. 10, 1892

1827

Franklin Furnace	Scioto County, Ohio	Built: 1827	By: Daniel Young & others
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Uriah Bonser Scott born in Scioto County OH on March 25, 1827.

1828

Pine Grove Furnace	Lawrence County, Ohio	Built: 1828	By: Robert Hamilton, A. Ellison
Scioto Furnace	Scioto County, Ohio	Built: 1828	By: Wm. Salters & others

1829

Amanda Furnace, Greenup County was built by Lindsey Poage & Others. Offered for sale in July 1856. IR August 13, 1857 - Amanda Furnace, a mile above Ironton, on the Kentucky side, has been purchased of the Executors of the late A. Paull, by E. Child and Geo. P. Rogers, our fellow-citizens, and Geo. P. Walker, of Greenup Co. It has 5,500 acres of land, and the portion susceptible of cultivation is to be surveyed immediately, divided into farms, and offered for sale. The ore land, &c., will be reserved for the Furnace. IR July 14, 1864 - As previously announced Amanda Furnace, Kentucky, opposite this place, was sold on last Saturday, to the highest bidder, and knocked off to the Bellfont Furnace Company at \$35,200, which is a slight advance over the price offered by Murdock & Co. some three months ago, viz: \$28,500. - It was supposed that the first sale consummated was final, but the owners objected and made the sale void. Not being present we did not learn the particulars of the bidding which was undoubtedly spirited to run it up to that price.

1830

Clinton Furnace	Boyd County, Kentucky	Built: 1830-32	By: George, William, Thomas and Hugh Poague, on Shope's Creek.
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1831 - No information available.**1832**

Enterprise Furnace	Greenup County, Kentucky	Built: 1832	By: _____. Clingman
Hopewell Furnace	Greenup County, Kentucky	Built: 1832	By: _____. Ward - Forge 1824
Etna Furnace	Lawrence County, Ohio	Built: 1832	By: James Rodgers & others
Bloom Furnace	Scioto County, Ohio	Built: 1832	By: John Benner & others
Clinton Furnace	Scioto County, Ohio	Built: 1832	By: McCollum & others
Junior Furnace	Scioto County, Ohio	Built: 1832	By: Young Brothers & others

Flood of 1832

John Campbell, founder of Ironton, once owned an interest in the steamboat *Banner*.

Mr. Campbell was born near Georgetown, Brown Co. O., January 14, 1808. He was a farmer boy and received the ordinary school education of those days. When a young man he went to clerk in a store of Mr. Humphreys, father of W. S. Humphreys, now of Ironton. This was at Ripley about 1828. Afterward, he started a store in connection with Mr. Humphreys, at Russellville. He is described then as a fine looking young man, devoted to business and universally respected. Getting tired of the slow life of a store keeper, in a quiet village, he left Russellville, and invested his savings, about \$600, for a part interest in the steamer *Banner*, and took a position as clerk on the boat.

During his second trip on the boat to Pittsburg, he sold out his interest. While returning on the steamer, he fell in with Robert Hamilton, the pioneer iron man of Hanging Rock iron region, and asked him if there was an opening for a young man at the Rock, and was told to stop off and see. This he did, in 1832, and was given a position as clerk at Pinegrove furnace. The next year he became associated with Mr. Hamilton in the building of the Hanging Rock forge, long since dismantled. The same year, with Andrew Ellison, he built Lawrence furnace for J. Riggs & Co. In 1834, in connection with Robert Hamilton, he built Mt. Vernon furnace, and moved there to manage it. Here he remained for some years though his interests in the iron business kept spreading all the time. It was through his suggestion that the first hot blast was erected in America - this was at Vesuvius furnace. He was also the first to put the boilers and hot blast over the furnace stack. This was in 1841.... IR Sept. 3, 1891 excerpt from his obituary:

1833

Caroline Furnace	Greenup County, Kentucky	Built: 1833	By: Henry Blake & Co.
Globe Furnace	Greenup County, Kentucky	Built: 1833	By: George Darlington & Others
Raccoon Furnace	Greenup County, Kentucky	Built: 1833	By: D. Trimble, D. T. Woodrow & others
Buckhorn Furnace	Lawrence County, Ohio	Built: 1833	By: James & Findley
Hecla Furnace	Lawrence County, Ohio	Built: 1833	By: R. B. Hamilton & McCoy
Mt. Vernon Furnace	Lawrence County Ohio	Built: 1833	By: R. Hamilton, John Campbell & William Ellison
Vesuvius Furnace	Lawrence County, Ohio	Built: 1833	By: Hurd, Gould & others

1833 Clarinda Lionbarger born in Ironton, Ohio on March 19, 1833. She married Uriah Bonser Scott.

1834

Oakland Furnace	Boyd County, Kentucky	Built: 1834	By: Kouns Brothers
Lawrence Furnace	Lawrence County, Ohio	Built: 1834	By: J. Riggs & Co.

previously known
as "CRANE'S
NEST"

IR Sept. 27, 1888 - Jacob Proctor. - The following interesting personal sketch we clip from the *Ohio Valley News*:

Jacob Proctor, for whom Proctorville was finally named, was born in 1799, and now lives near the place, a remarkably well preserved man. He formerly lived in Washington county, O., and followed the river with a trading boat. Landing here in 1834 he decided to remain, and began merchandising in a small room rented from Abner Smith, and in 1836 built the brick building near the ferry landing, now occupied by C. E. Watters family. Mr. Proctor then moved his store into a portion of this building. Prior to 1837, the postoffice had been kept by a Mr. Kimball who lived in the country. Mr. Proctor was appointed P.M. in that year by Martin Van Buren, and Kimball, placing the postoffice on his back, carried it to town and delivered it to his successor, who at once entered upon his arduous duty of handing out three newspapers a week, and an occasional letter, and drawing his salary, which amounted to about \$10 a year. Letter postage then was from 10 to 25 cents. McGinnis & Hall, then doing business there, had their shipment of goods sent to Proctorville, and the name of Quaker Bottom began gradually to give place to the new nomenclature. Abner Smith, from whom Proctor rented upon this arrival here, still resides in town.

1835

OLD TIME STEAMBOATMEN

Interesting Chapter in Portsmouth's Marine History

Echoes that remind us of the Dear Old River of the Past.

"You fellows do very well in writing up the lives of our citizens, but it seems to me you don't give sufficient prominence to the early steamboatmen of Portsmouth. There was a host of them, and many of their relatives and descendants are living here yet."

The speaker was a thin, wiry man, past middle life but still not old, beard liberally sprinkled with gray, and dressed in navy blue. The reader will have little difficulty in recognizing in him James M. Hannahs, the well-known ex-steamboatman.

"The *Times* wants the news and will be glad to write up the old steamboatmen or the new ones either, for that matter. But you are not much older than I am. How far back can you go?"

"No, I am not as old as some of them, but I've got a mighty good memory as far as it goes. I can go back into the '30's," and there wasn't a great deal of steamboating before that time. I remember the Staleys, John and Sam. John built the *Marmion* in 1835 - built her right across the river, opposite the Gaylord rolling mill. She was a side-wheel boat, a good boat for that day. She ran on the Mississippi, with Captain John in command. The Staley boys lived down near the Point. Sam went on the river and was captain on St. Louis boats for a number of years."

"Who else do you call to mind?"

"There was Captain Tom Jones. He was a brother of Mrs. Dan McIntire, and a son of old Squire Billy Jones, who died forty years ago."

"He was my mother's uncle, and the only man in Portsmouth that ever saw President Washington."

"Well, his son Tom built the *Platte* at Pittsburg, in 1840, and took her to St. Louis and ran her in the St. Louis trade. She was a sidewheeler. He continued on the river and commanded many fine boats. He became a regular Southerner, and spent the last years of his life in New Orleans and Louisville. Then there was Plin Alford. Plin and Tom were step-cousins. He went on the river about the same time, and got to be captain, and commanded some of the best boats on the Mississippi. He ran the *Kate Kearney*, on the Missouri river. About 1872 he built the *White Cloud*, at Pittsburgh, and took her to the Missouri river. She was a splendid side-wheeler. Alford died in St. Louis. His father was R. R. Alford, a painter, and his step-mother died a few years ago at the southwest corner of Sixth and Washington streets, which property she owned."

"Prior to 1840 seems to have been an active period in steamboating."

"It was. Portsmouth sent her full quota in those days. It was about the time that Abner Baird went on the river. He was a brother of Mose and Rufus, and is still living in New Albany. He built the *Belle Quigly*, and ran her on Green river, and afterwards commanded the *Evansville*, the *Admiral*, and the big *Sultana*. Captain Tom Givens went out from here about '38. He ran the *Bedford*, *Lady Scott*, and many other boats. He built the Lodwick house on Front street, adjoining the Dever House. James Fisher's father came here as a contractor on the canal. Jim went on the river and finally got to be clerk on the old fast Pittsburger, the *Messenger*."

"He's living yet, ain't he?"

"Yes, in Cincinnati. He comes up here once in a while, but not so often as he did when we had races. Sam McBride was a pilot, so was Elias DeLong. De Long's father was jailer, and lived in the house where Marshal Lewis now resides. Ike Cole was a pilot, and was killed at the St. Louis wharf by a roustabout, with a knife. The rouster was drunk and creating a disturbance on the boat and Cole was trying to quiet him. He was then on the *Chief Justice Marshall*."

"Any relation to the Coles around here now?"

“Yes, he was a brother of Captain Sam, who died at Ashland a few years ago. By the way, Capt. Sam Cole built the *Home* in '36, and commanded her when she had President Jackson on board, on his way to be inaugurated, and the cannon exploded below Jefferson street, killing four people.”

“You may not know it, but parties in Chillicothe owned steamboat stock in those days, and commanded the boats. There were regular packets between this place and New Orleans. In 1830 Charles Latham, of Chillicothe built a boat at Pittsburg and called her the *Chillicothe*, and commanded her himself, in the Portsmouth and New Orleans trade. That was the same year that Kennedy Lodwick built the *Carroll*. Mike Morgan went on the river about that time. The Morgans lived up about Lucasville, and were good men. Mike bought the *North American* in 1849, and she burned up at New Orleans. He went to Cuba and Lopez in 1851, and narrowly escaped capture. After making his escape from the island the vessel he was on was chased into Key West, Florida, by the Spanish warship *Pizarro*. Lopez and most of the expedition were captured and executed, including Tom Work, of this place, son of Dr. Work.”

“What other old steamboatmen do you call to mind?”

“John McDowell built the *Diana* and owned her. He was captain of her during the flood of '32. Mr. McDowell and Captain Davis were large owners of steamboats in those days. They built the *Scioto Valley*, a fine side-wheeler. M____ Herrington was clerk. He is dead, and buried in Spring Grove cemetery. My brother, Ira Hannah went on the river at an early day, and was mate on the *Glasgow*, *Susquehanna*, *Algonquin*, *Rudolph*, and many others. He was drowned off the Tennessee near Big Hurricane Island, in 1838 (?), and his body was never recovered. Tice Ridenour went on the river about 1830, and was for many years pilot on Pittsburgh towboats. He was an uncle of Mrs. Charles Burt. Then there was John Burgess Davis, a nephew of Captain J. W. Davis. He ran the *Lady Byron* and the *War Eagle*, and later built the *Milton*. I believe he is still on the Upper Mississippi, in the Davidson line of steamers. Captain Tom Clark ran the *Scioto* and *Red Rover*.”

“There were other clerks, were there not?”

“Yes, there was Captain John - no relation to Mrs. P. C. Kinney's father - who commanded the *Transit*, the *Scioto Valley*, the *Scioto*, and the *North America*. He died in Cincinnati, having received a severe fall, rendering it necessary for a surgical operation to be performed, under which he died. He lived in Springville, and had two step-sons named Charley and Bob White. Charley is now a wealthy tobacco merchant, in Maysville.”

“Were you ever blown up on a steamboat?”

“No, but I saw the *Wyoming* blow up at Cincinnati. Her boiler went right aft and landed in Covington. I was in Cincinnati the day after the *Moselle* blew up there, in 1838, and nearly every business house in the place was closed. Over a hundred persons were killed. Jim Fleming was killed on her. Jim and Andy Fleming lived in the country near here and I think were relatives of Greenup Chapman. They ran on the *Rainbow*, *Dr. Franklin*, and other boats.”

“Who else do you call to mind?”

“There are others but I can't think of them at present. In your sketch of D. F. Connell you spoke of the Wyandotte Indians camping here, prior to being taken to the reservation. I remember them well, and I remember the boat that took them away. It was the *A. M. Phillips*, and Bill McClain was her captain - our McClain, that built the first *Bostona*. The mate on the *Phillips* was John Anderson, who ran drays here at one time.”

“When did you go on the river?”

“I made my first appearance on the river as cabin boy on the *Telegraph*, in 1835. We went to Pittsburg. In 1840 I shipped on the *Splendid* and went to New Orleans. I afterwards went in the Portsmouth and Cincinnati trade, and remained there fifteen years, as cook and steward. I commenced with the *Oneida*, and was on all the regular line boats for fifteen years. We made a trip to Pittsburg with the *Ashland*. Wash Williamson was mate. While lying at the Pittsburg wharf the *Cutter*, lying alongside of us, burst her boilers and killed a large number of people.

Wash and I thought the day of judgment had come. The *Cutter* had boxes of hats aboard, and the hats were scattered over the surface of the river, and supposing every hat had a man under it Wash and I took the yawl and started to rescue the supposed drowning men, but so on discovered our mistake. I was on the *Oneida* when she burned up at Letart. Williamson was mate on most of the Portsmouth boats, also of the *Davy Crockett*.”

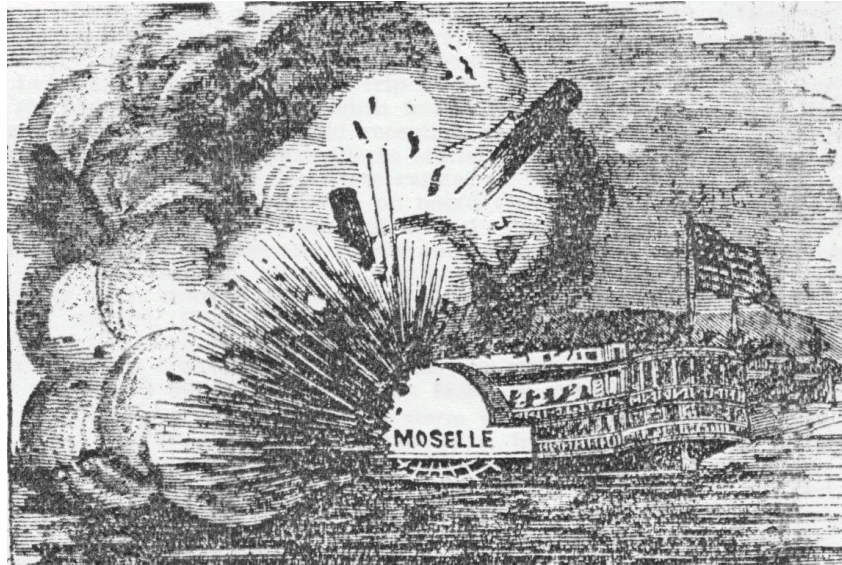
“Have they made much improvement in steamboats since those days?”

“In everything except speed; there were faster boats then than there are now. In 1852 I went from Portsmouth to Cincinnati on the *Buckeye State*, in four hours and fifteen minutes. - about 28 miles an hour. The river was bank full and we made no landings. We left here at 2 o'clock in the afternoon and were tied up at the wharf-boat at Cincinnati at a quarter past 6. I took supper at the Broadway Hotel. That's equal to railroad time.”

“Do you think any of the boats could do it now?”

“I doubt it. The *Bostona* might possibly do it. She could come nearer it than any other. In those days a fast boat was all model and power. Now they figure to make them draw as little water as possible.”

“When Mr. Hannahs left us it seemed as if the veil had lifted that separates the old river life from the new - the past from the present. It seemed that the old-time steamboats were here again, with their small, bright bells, their hoarse escapement, their stairways amidships, their jolly crews of singing Negroes. It was like a chapter of the past, floating in on the tide of the present. (to be continued) PT August 7, 1886



Boats Built at Portsmouth in the Long Ago

Sinking of the “*Sunbeam*” Nearly Opposite the City.

Burning of the “*Martha Washington*” Brought Vividly to Mind.

“There were two or three old steamboatmen I forgot to mention last week,” said Mr. Hannahs to our reporter, “but its hardly to be expected I would get them all the first time.”

“You did very well, Jim, your reminiscence gave general satisfaction. Who else do you think of?”

“Adam Cannon was a boy raised by James Lodwick. He afterwards learned the trade of baker, at the same time Mart Timmonds did. He went on the river, and was steward for several years, running on the *Scioto Valley* and *Transit*. Samuel Glover went on the river at an early day. He was a brother of Eli and John. His uncle, William Glover, went South years ago, and had large steamboat interests there, and Sam went down and took position on some of his boats. He

subsequently got to be captain, and for many years was identified with the Vicksburg and New Orleans line of steamers. These were the finest and fastest boats on the Mississippi. He was captain of the famous *Vicksburg*, and of the *Uncle Sam*, and many others. He retired from the river and built the house where M. R. Tewksbury now lives, and died there."

"Any others?"

"Yes, Adam Leonard, a brother of Mrs. A. C. Davis, commanded the *Shylock*, and the *Crescent City* prior to 1840."

"Didn't S. J. Huston - the old gentleman - used to be a river man?"

"Yes, he was himself a practical ship-carpenter, and built several boats and ran them South. He built the *Eureka* about 1843. He built the hull at the foot of Court street and took it to Cincinnati, where the boat was finished. He took her round to Mobile and ran her on the Alabama river. That country was then just waking up to the importance of steamboating, and most of their boats came from the Ohio river. Adam Leonard - who I believe was a relative of Captain Huston - was clerk."

"His son William was clerk on some of his boats, wasn't he?"

"Yes, on the *Eighth of January*. She was built here about 1848, and named by Mr. Huston in honor of "Old Hickory." She was a side-wheeler. Later he built the *Irene*. Some of his boats were burned, and I believe came near breaking him up."

"What other boats were built here?"

"In 1837 McDowell & Davis built the *Transit*. They built her just below the Water Works. This was the beginning of the Portsmouth and Cincinnati Packet Line. A little later they bought a Kanawha river boat named the *Fairy Queen*, and built the *Sylph* out of her. They also bought the *Empire* and rebuilt her, making a tolerably fast boat, which they called the *Lancet*. She was commanded by William Hicks, and burned at Scuttletown bar in 1843."

"McDowell & Davis seem to have been much interested in steamboat stock."

"They were. They owned more stock and built and rebuilt more boats than any Portsmouth parties have ever done since. About their last venture was the *Car of Commerce*. They built the hull at Shade river, below Marietta, and brought it here and put the Bellaire's machinery and cabin upon it, making a good carrier, but the boat was terribly slow. She went South and returned here once and loaded up with whisky, flour and pork, and going back burnt up on the falls. Tom Sharp was Captain and the late Jim Hickman, clerk."

"Most of the Portsmouth built boats seem to have been burned."

"That's so, and the same holds good of those that have been built of late years. They have about all come to an untimely end."

"Were there any other boats built here prior to 1860?"

"I don't recall any at present except the *Exchange*, a small boat built by the Leets, commission merchants in the lower end of town."

"What Portsmouth boats were ever lost by sinking?"

"The *Post Boy* was sunk below Jefferson street about 1839, and her hull lies there yet. She was owned by Conrad Overturf. She formerly ran between Steubenville and Wheeling. You ought to remember the *Post Boy*."

"No, but when a boy, I used to go in swimming at the foot of Jefferson street, and I've often seen the big boys dive and on coming up tell about having touched the hull of the sunken *Post Boy*. We smaller boys were filled with wonder at the time, but I believe now the big boys were lying."

"Quite likely. But the hull is there all the same, but long since covered with mud."

"What other boats were sunk near here?"

"In 1835 the *Baltimore* sank at the point below town. In '37 the *Troy* sank at the mouth of Genatt's Creek and was wrecked. She was loaded with merchandise, and for a long time after that the whole country around here was covered with dry goods hung out to dry. Then there was the *Sunbeam* that sank opposite the mouth of the Scioto, in 1848. She sank near the Kentucky

shore, and I believe a depression in the bar where she rested can still be seen at low water. I know it could a few years ago. She was a large stern-wheeler, sank nearly to the cabin floor, and several people were drowned. Do you remember the circumstances?"

"Perfectly. I went down in a skiff the same day, and have never been able to get rid of the impression of a young man who had lost some of his friends or relatives. He was sitting on a box on the boiler deck, with his head on his hand, oblivious to everything around him. I also remember seeing the divers going down in the diving bell afterwards, when they were wrecking her."

"That was Captain Bill Killen's first appearance in this part of the country. He came here with his diving bell boat to wreck the *Sunbeam*, and has been here ever since. By the way, he built a boat about 1858, at Cincinnati, for the Portsmouth and Cincinnati trade, and ran her between here and Cincinnati for a time, in opposition to the regular packets. She was a fine stern-wheeler, and he named her the *Portsmouth* in honor of the place."

"Speaking about boats sinking. I wonder how many people around here now ever heard of the *Hornet* sinking at Twin Creek, back in the '30's" She was capsized in the wind, and several persons were lost. Mrs. Garrett, a sister of Squire Ben. King, of Greenup county, Ky., was drowned."

"Did anything startling ever happen to you in your connection with the river?"

"Nothing very startling. I suppose you have heard of the celebrated *Martha Washington* case that was before the United States courts so long. It was back early in the '50's." Kissane & Co., wholesale shoe dealers of Cincinnati, bought the boat and loaded her heavily with what purported to be boots and shoes, and started her South, carrying heavy insurance on both boat and cargo. At Island 66, in the Mississippi, she took fire and burned to the water's edge. I was on the *Charles Hammond*, and we saw her burn plainly, and reached her side in time to save most of her passengers and crew. On going aboard the *Washington*, we found that the boxes instead of containing boots and shoes, as they were billed, were filled with bricks and stones. This led to a suspicion of something crooked, and an investigation was had which resulted in the famous trial, for Kissane and the officers of the boat were held to answer. They had filled the boxes with rubbish, got heavy insurance on it as boots and shoes, also on the boat, and then burned her up to get the insurance money. I was a witness in the case and went to Columbus twice and testified before the United States Court."

"Were there any other Portsmouth people on the *Charles Hammond*?"

"Yes, she had a Portsmouth crew. Jake Hurd was captain, John McCloud clerk, Bill Little and Jim Watkins were mates; also Bill Kirker, now captain of the *Big Sandy*. A strange circumstance connected with the matter is that at the same hour the *Martha Washington* burned the *George Washington* was destroyed at Grand Gulf, only a hundred miles away. She exploded her boilers and then burned up. We got there in time to take off her people, and so had on board the survivors of both the *Martha* and *George Washington* at the same time."

"Were the parties implicated in the affair convicted?"

"I believe they were, some of them. One of them, I know made his escape by jumping from a car window and was never recaptured. A detective named Barton, from Cleveland, came here to interview me. That was how I came to be a witness. Burton died very suddenly, and it was always thought he was poisoned." (to be continued). PT August 14, 1886

The First Whistle - Was it on the Whiteville?

The "Iron Steamer *Valley Forge*," and What Became of Her.
Explosion of the *A. N. Johnson*, below Manchester in 1849.

"You made a few mistakes in your article last week. You made me say Jake Hurd commanded the *Charles Hammond*; it was Captain Jesse. You also said the *Eighth of January* burned up on the Ohio falls. She sank, she didn't burn."

“How about Dan Spry saying he knows more about steamboats than you do?”

“That’s all right. Dan is considerably older than I am, and he ought to remember more than I do.”

“Dan says the first boat that ever passed Portsmouth with a whistle was the *Whiteville*, built at Pittsburg for cotton trade.”

“I don’t know about that. The *Ashland* had a small whistle towards the latter part of her career, and the *Scioto* came out with one. The whistles in those days were small and squeaky, and placed right on top of the boilers. I don’t suppose you know what boat created more interest on the river in those days than any other?”

“No, I don’t.”

“It was the *Valley Forge* - The “*Iron Steamer Valley Forge*,” as she was invariably called. Her hull was built of iron, but she proved to be a failure on account of the weight of the same. She was built at Pittsburg and owned by Captain Baird, father of Sam F. Baird and Mrs. M. R. Tewksbury. She had the words “*Iron Steamer*” painted on her wheelhouses. Her hull was painted the same color as that of other boats and she appeared like an ordinary large-sized sidewheeler of the period.”

“I remember her. I expected to see a boat built all over of iron, cabin and all, and not even painted, and was consequently disappointed, and thought the idea of her being an “iron steamer” was all a guy. What became of her?”

“She finally sank in the Upper Mississippi. I saw her lying in that condition.”

“What other remarkable boats were there?”

“In 1835 a boat called the *Champion* was brought around from the Hudson river, intended to beat everything on the Western waters. She was a regular low-pressure boat, with walking beam engine and had made a good record on the North River but she failed to keep it up when she got on our waters. She drew too much water for the river, and besides the water was too muddy most of the time for her style of machinery.”

“The boats were mostly side-wheeler in those days, were they not?”

“Yes, side-wheelers with one engine, on the middle of the boat. When they wanted to round to and land they would unship the wheel next to the side of the river on which they intended to land. A boat with two engines was considered a bully boat.”

“You spoke on former occasion about the *Ashland* going to Pittsburg. Was it reliable for Portsmouth boats to leave their regular trade and make trips to outside ports?”

“Yes, there was no way business between Portsmouth and Cincinnati. Most of the freight came out of the canal, and when the canal was closed there was not enough business to keep the boats running, and they would sometimes make trips elsewhere. The *Scioto* made a trip or two to New Orleans. She took a company of regular soldiers from Newport Barracks to New Orleans during the Mexican war. I was on her at the time. We turned the cabin over to them, and by the time we got through the cabin was in a condition to be over-hauled and disinfected.”

“Have there been any bad explosions on the Upper Ohio since that of the *Moselle*?”

“The worst one was that of the *A. N. Johnson*, between Maysville and Manchester, in 1849. Some sixty or seventy people were killed. I was on the *Scioto* at the time, and we picked up part of her people. One boiler went out in a cornfield on the Kentucky side. Bodies were found in the river and neighborhood for a long time afterward. The *Magnolia* blew up in 1868 at Four Mile Bar, and killed a number of people. She was the regular Maysville and Cincinnati packet.”

“Did you ever see a steamboat burn up?”

“Yes, and it was the grandest sight I ever witnessed. In 1848 I saw the *Circassian*, the *Hendrick Hudson* and the *Trenton* all burn up together at Cincinnati. They were all good boats and burned rapidly like a great bon fire. The *Circassian* was a very fast boat, built to run from Pittsburg to Cincinnati in opposition to the *Messenger*.”

“Were you ever on a boat in cholera or yellow fever times, when the crew and passengers were sick and dying?”

“No, but that reminds me that George Case, an old pilot in the Portsmouth trade, died of cholera in 1849, at his residence on Sixth street. James Liggett, a clerk, died of cholera the same year.”

“Do you remember a man named Frank Smith?”

“Yes, he and his brother Hiram. Hiram died at his mother’s home on Court street. They went on the river about the same time my three twin brothers did. Frank is living yet in New Orleans. At one time he was a steward on the famous *Robt. E. Lee*, and got to be quite well off.”

“Was he not a relative of the Bards?”

“I don’t remember, perhaps he was.”

“I think he was a brother-in-law of Ezekiel Bard, sr.”

“There are a few other men I recall to mind; for instance, John Myers, a relative of Mrs. M. Kricker, who died in California several years ago. Then there was John Laughery, father of the present John Laughery, of Buena Vista. He owned a large New Orleans boat called the *Columbus*, that used to come up here occasionally. In those days the large New Orleans boats would load up with sugar and molasses and Southern fruits, consigned to dealers in this place and at points up the canal, and come here and discharge their cargoes and return loaded to the guards with flour, whisky and port, which they received from the canal boats. There was life on Front street in those days.”

“Speaking about steamboats burning, I forgot to mention that far back in the 30’s I saw a boat come in sight one day that was on fire. Her name was the *Gleaner*. She seemed to be helpless, the crew being unable either to land her or put out the fire. Some of the citizens went out to her, and with the assistance of the crew succeeded in scuttling her about opposite Chillicothe street.”

“Wasn’t Guyandotte formerly a point of considerable importance in river travel?”

“Yes, it was the point of transfer for the Southern and Western travel to the Virginia springs, the same as Huntington is to-day with the advantage that the Southern travel all had to strike the Ohio river before setting eastward. Now they can reach the Springs through the railroad system of the South. The first two boats I have any recollection of were the *Paragon* and the *Eclipse*. They ran from Cincinnati to Guyandotte. The next two were the *Guyandotte* and the *Helen Mar*. The *Victor* came out afterwards. The old State road over the mountains came in at Guyandotte, and was largely traveled until the introduction of steam navigation on the Kanawha.”

“Mr. Hannahs says if he should take a steamboat at Pittsburg and go to Cairo there perhaps wouldn’t be a mile of the river but that would recall to his mind some incident worth recounting - either amusing, thrilling or tragic, and the same is scarcely less true of the Mississippi. He is a man of intense appreciation of life in all its lights and shades, and was well suited in his younger days to the scenes of the old river period, which make so picturesque a background to Portsmouth’s history, marine, mercantile and social. PT Aug. 21, 1886

1836

Centre Furnace also spelled Center	Lawrence County, Ohio	Built: 1836	By: Wm. Carpenter & others
Lagrange Furnace	Lawrence County, Ohio	Built: 1836	By: Hurd, Gould & Co.

Oregonian, Monday, July 13, 1884 - STEAMBOATING REMINISCENCES.
A Cantankerous Carpenter and a Pugnacious Brother-in-Law.
Nashville, Tenn., June 9, 1884.

Editor *Marine Journal*: - In the year 1836, the steamboat *Tennessean*, on her trip from New Orleans to Nashville, had a goodly number of passengers - among them General Santa Anna, commander-in-chief of the Mexican army - and they puffed their regalias after each meal. One evening as I sat a supper with the carpenter, Malachi Cooper - all the rest of the officers having eaten supper - he asked me to hand him a candle, which sat on the table in a brass candlestick. I handed it to him, and he said: "The first d--d man that attempts to light a cigar while I am eating I will cut his hand off." I thought he was joking. In less than one minute one of the passengers reached for the candle to light his cigar, when Mr. Cooper hacked him on the knuckles with a knife. The passenger said: "You impertinent scoundrel! I will tell Captain Smith about your conduct." The carpenter replied: "You and Captain Smith must wait till I get done eating before you can commence smoking." I was very much alarmed that blood would be spilt, but the carpenter kept his adz under his arm while he was up, and before day the passenger got to his destination and got off. I believe this man would have insulted his own father if he attempted to smoke while he was eating. Otherwise he was an agreeable man.

In the summer of 1847 the steamboat *Umpire*, D. Hughes, master, was plying between Nashville and Smithland. The water being low, Captain Thomas Bellsnyder, Zeke Johnston and M. D. F. H. Brooks took passage for Nashville, their boats having laid up. They were sitting out on the boiler deck, the weather being very warm, chatting on various topics, when the conversation turned on steamboat building. Captain Bellsnyder maintained that the big Nashville was the best steamboat that was ever built. Captain Brooks remarked, when I went to build the *America*, I went to build a steamboat and done it. I didn't go to build a steamboat and build a "tub," like you did. At this point Capt Bellsnyder rose to his feet and said, "By God! Don't you call Bellsnyder's boat a tub again. If you do you must fight." Capt. Brooks repeated it, and Bellsnyder handed him one right on the car. Captain Johnston interfered here and remonstrated with Capt. Brooks for fighting an old man, and his brother-in-law, too. Captain Brooks replied, "Capt. Johnston, I am a Christian man and a member of the Methodist church. I did not intend to hurt the old man; I just wanted to throw him in the river," when it was a well known fact to all boatmen that Bellsnyder could not swim a lick. Peace was restored, but that little word "tub" was ignored for the balance of the trip. Joseph Wolfe.

1837

Hot blast era begins for the furnaces. A hot blast experiment was conducted at old Vesuvius furnace in 1837 by William Firmstone, the first in the United States, and it revolutionized the industry...

1838

Jackson Furnace

Jackson County, Ohio

Built: 1838

By: J. Hurd, Young & others

Until the completion of Scioto Valley Railway, the only means of transportation were the Ohio River and the Iron Railroad which was built by local capital in 1850, extending from the Ironton wharf northward 13 miles through the iron, coal and limestone formations into the southern part of Decatur township. IR Sept. 24, 1903

The boundaries of the Hanging Rock iron region extend between the mouth of Kinnekanick, in Lewis County, Kentucky, to Ironton, Ohio, including Lawrence, Jackson, and part of Vinton, Scioto and Gallia Counties, Ohio, and Greenup, Boyd, Carter and Lewis

Counties, Kentucky. There are over sixty blast furnaces in operation within this district of Cincinnati and Pittsburgh afford a market for the manufactured pig iron. IR June 1, 1865

It did not take very much money to erect one of the very early furnaces. The Hot Blast had not been invented. A small engine at the base of the stack, with boiler fired by stone coal, furnished the blast for one to two tons of the rich red outcrop ore and about 250 bushels charcoal. The latter was made next to the furnace, in clearing ground for houses and farming. Two ox-carts would haul all the fuel ore and limestone. These remarks apply to furnace conditions 75 to 80 years ago when Union, Pine Grove, Lawrence, Mt. Vernon, Hecla and Vesuvius Furnaces were built. After 1840 furnaces expanded, made more iron with Hot Blast, and lands costs more. SWI November 8, 1907

1838 saw lowest water in the Ohio river. Draught year.

1839-1842 No information available

1843 Perry Scott marries Lucinda Bruner, October 28, 1843, Scioto County, OH

1844

Honeywell Furnace later known as Greenup Furnace	Greenup County, Kentucky	Built: 1844	By: John Campbell, John Peters & John Culbertson
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1845

Ohio Furnace	Scioto County, Ohio	Built: 1845	By: David Sinton, T.W. Means
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William Fuse Davidson began his steamboat career around 1845 with the steamer "Gondola."

Lawrence Co. Boy. - Sketch of Com. William F. Davidson - From a copy of the *Northwest*, we take the following sketch of an old Lawrence county boy:

Commodore William F. Davidson, whose familiar face is presented in this issue of *The Northwest*, was born on a farm in Lawrence County, Ohio, near what is now the village of South Point, Feb. 4, 1825. His father, William W. Davidson, was one of the pioneers in that section. He carried on farming to some extent, and did more or less boating on the Ohio, Big Sandy, Kanawha and Scioto Rivers. When but ten years old the commodore commenced his experience upon the water by accompanying his father on various boating trips. That sort of experience has been almost continuous through life. The first steamboat that he owned an interest was the "Gondola," about 1845. She was employed in the Portsmouth, Big Sandy, and Guyandotte trade. Subsequently he built and owned the steamer "Relief," and he also built and owned the steamboats "United States Aid" and "The Jacob Traber." He built the "Frank Steele" in 1857, and the "Favorite" in 1859, and ran them on the Minnesota River, and made their names historic.

In the Winter of 1858-9 he was married to Sarah A. Johnston, a daughter of Judge Benjamin Johnston, well known in Southern Ohio, and to them have been born six children, but two of whom survive, a son and daughter, the son being in business with his father at the present time.

Commodore Davidson's first visit to St. Paul was in the winter of 1855, when he became favorably impressed, and the next year he brought the "*Jacob Traber*" to the Upper Mississippi, and began his active career in the Northwest. The old La Crosse and St. Paul Packet Company was organized by him, and did a flourishing business preceding the advent of railroads into Minnesota. After the La Crosse Packet Company came the Northwestern Union Packet Company, Keokuk Northern Line Packet Company, and the St. Louis and St. Paul Packet Company, which company is still in active operation, and the headquarters of which will hereafter be in St. Paul instead of St. Louis as heretofore. With all the above named and several other steamboat corporations he has been actively identified, and usually the controlling spirit. He began as early as 1864 to purchase real estate in Minnesota, and particularly in St. Paul. He owns large and valuable tracts of land in Southwestern Minnesota. He was also one of the early stockholders and directors in the Sioux City Railroad, and still owns large interests in the lands of that company.

In 1864 he purchased the real estate that had been owned by John Randall and William Randall and their heirs, which was greatly involved by reason of litigation with creditors, tax titles, etc. For many years this property was tied up by foreclosures and law suits, but when it became disentangled he began to build and improve his large buildings. In 1870 he removed to St. Louis, and remained there in active charge of his steamboat interest until 1882, when he returned to St. Paul to make this his permanent home. He has built some of the largest structures in this city, and owns a very large list of real estate bringing in handsome revenues, which are constantly used in new buildings or improvements. Among the business blocks owned by him are the following: Davidson Block, northeast corner Fourth and Jackson; Davidson Block No. 2, northeast corner Sixth and Jackson; Lambert Block, northeast corner of Third and Cedar; Union Block, northeast corner of Fourth and Cedar; Court Block opposite new Court House on Fourth Street; the Grand Opera House; the new seven-story block on Wabasha; Grand Opera House Block; and the Exposition Building on Fourth, near Wabasha. He also owns a large number of the most valuable vacant corners in the city, and hopes yet to cover them with business blocks. He is in good health, works early and late, year in and year out, and has unbounded faith in the future of St. Paul. He is now reaping the fruit of his long years of toil, and is ranked as one of the wealthiest citizens of this Northwestern metropolis. He is said to have the largest real estate rent and tax roll of any one man in Ramsey county. He has held his property through all the "panics" and "depressions," and with the great growth of the city and its immense increase in values must be several times a millionaire.

During his sojourn in St. Louis he became an active Christian and an earnest worker in the temperance cause, and has done much to reform the drinking customs of the river, practicing and advocating temperance very earnestly and very effectually. He also became identified with, and was president of, the Seamen's Bethel at St. Louis, and will be pleasantly remembered by multitudes of laboring men whom he assisted, morally and financially. IR April 22, 1886

The St. Paul *Press*, of Wednesday, 1872 says:

"Now that public attention is particularly directed toward river matters by the competitive warfare raging between the two great Upper Mississippi packet companies, the Keokuk & Northern Line Company on the one side, and the Northwestern Union, or Davidson's White Collar Line on the other, a retrospective sketch of the birth and growth of the latter company may not be out of the way. W. F. Davidson, the "Commodore" of to-day, was, not many years ago, but a common roustabout on an Ohio steamboat, working for sixty cents per day. By dint of attentiveness, shrewdness, and economy, he rose step by step until he at last owned and commanded a boat of his own, a diminutive steamer, the *Jacob Traber*. A little instance of the pluck and hang on-itive-ness which has characterized his successful life might be mentioned here. The boat unfortunately got caught in an ice gorge at Cincinnati one winter, and was sunk.

Davidson's little all was in the boat, and she was uninsured. He proposed to raise the boat, and for three days and nights toiled with that purpose, but unsuccessfully. The fourth night, with the assistance of Captain Millar, river reporter on one of the city papers, he brought the boat to the surface. Fitting her out he came West. He found a packet company, the Northern Line, controlling the whole great business of the country from St. Louis to St. Paul. A small company, known as the Keokuk Packet Company, ran boats from St. Louis to Keokuk; but this was the only exception. These companies had everything in their own hands and were of course waxing fat. The boats were models of elegance, and were well officered; they made quick and regular trips, and their stock was high in the market. Davidson saw the sublime opportunity, and it was a part of his religion never to let an opportunity slip. He boldly placed himself beside the millionaire company with his Lilliputian *Jacob Traber*, and entered the contest. It required a mighty struggle to secure a foothold, but once on, all the blasts of competition, backed by power and wealth, could not shake him off. Steadily he struggled on, and to-day, on the morn of another fierce contest, the odds are reduced. Then the commander of a little freight packet; now, President and principal stockholder in a magnificent line of eighteen or twenty mammoth steamers, which confines itself within no metes and bounds on the father of waters, but operates from the head of navigation to the gulf. Davidson's wealth is variously estimated, but it must be in the neighborhood of, if it does not exceed, a million of dollars. He is an original in business matters, and just what course he will take in this present fight no one can prophesy. He is a fighter, as can be observed from his first move, which was to knock cabin passage down to \$5 from St. Paul to St. Louis. He has a foeman (sic) worthy of his steel, and there will be music in the air before the season closes. (Commodore Davidson is a Lawrence County boy and his friends here will watch his conduct under these circumstances with interest, but all predict for him a victory, for he is full of grit that is bound to win. - ED.) IJ Aug. 28, 1872

Death of Mrs. Davidson 1909.

J. Davidson received word Saturday from St. Paul, Minn., that Mrs. Davidson, widow of the famous millionaire steamboat captain and owner, "Fuse" Davidson, was dead says the Portsmouth Times. There are no particulars. J. J. Davidson is a brother of Commodore Davidson, who died many years ago. He was worth four million dollars at his death, and the estate still runs into the millions. Mrs. P. M. Walfe, of this city, is a relative. Commodore "Fuse" Davidson and the late Wash Honshell started steamboating together as deck hands on a small boat called the "*Resist*," plying between Portsmouth and Catlettsburg. Both died millionaires. Honshell became head of the Big Sandy Packet Company and controlled the Davidson line of packets on the upper Mississippi. The Davidsons lived at South Point, Lawrence county, and some of them still live there. Wash Honshell lived in Catlettsburg just across the river. IR Oct. 28, 1909

1846

Olive Furnace	Lawrence County, Ohio	Built: 1846	By: John Campbell, John Peters
Empire Furnace	Scioto County, Ohio	Built: 1846	By: Glidden Brothers

Kouns & Scovell steamboat careers began as early as 1846.



✈ **Capt. W. T. Scovell (also spelled Scoville – Scovall - smk)**

✈ Death In Jeffersonville of The Red River Veteran. (1895)

Sketch of an Old-Time Steamboatman Whom Stonewall Jackson Honored and Relied Upon as a Soldier.

Jeffersonville, Ind., July 1. - Capt. William T. Scovell, of New Orleans, aged sixty-nine years, died here today at 1:15 o'clock. One week ago Capt. Scovell arrived here to superintend the erection of a steamer for the Red River Packet Company, in which he is a large stockholder, and was kept constantly busy until taken ill Friday evening. That day he complained of feeling bad, and being advised to retire to his room did so. A physician was summoned, who immediately pronounced his condition as very serious. Every possible effort by the most able physicians in the city to help him was fruitless, and he gradually grew worse. Realizing that the end was near, the physicians recommended that his wife be sent for. This was done, and his son, Capt. Frank Scovell, arrived yesterday. Realizing that the end was near, he gave instructions in regard to his property, etc. At 11 o'clock today a sudden change for the worse was noticed, and a physician was hastily sent for, but on his arrival he saw that nothing could be done.

Death came at 1:15 o'clock this afternoon. Capt. Scovell's wife will arrive at 12 o'clock tonight and the remains will be taken to New Orleans for interment.

The Red River Line yesterday received a telegram from Capt. Ed. Howard, of Jeffersonville, Ind., that Capt. W. T. Scovell, of this city, had died in Jeffersonville at 1 o'clock yesterday afternoon, as an attack of heart trouble by which he was prostrated last Saturday.

Capt. Scovell was apparently in perfect health when he left here a week ago last Sunday evening, with his son, Frank Scovell, to arrange with Capt. Howard for the building of two boats for the Red River trade, one of which was to be of about 1200 bales capacity and the other about 2000 bales. He contracted with Capt. Howard for the smaller of the two boats last Tuesday. The first intimation of his illness was received here in the form of a telegram from Capt. Howard to Capt. Drown, which said that while figuring on the work for the larger boat Capt. Scovell was attacked by his old-time enemy, heart trouble. That was Sunday morning. A second telegram, received at 8 o'clock Sunday night, said that Capt. Scovell was improving, but at 1 o'clock today a third message announced that Capt. Scovell had taken a turn for the worse and that his condition was critical. Three hours later came word that the veteran steamboatman had died at 1 o'clock yesterday afternoon.

Capt. Scovell was married in 1851 or 52 to Miss Mary Dillon, whose sister married Capt. John Kouns, Capt. Scovell's life-long partner. A brother of Mmes. Scovell and Kouns married Capt. Kouns' sister, and lives on the farm in Laurens (sic) County, O., on which Capt. Scovell was reared, and which Capt. Scovell's father bought from Capt. Kouns' uncle. Capt. Scovell leaves his widow and one son, Capt. Frank Scovell, a steamboatman, and two brothers, Capts. Noah Scovell and Matt. L. Scovell, both of whom are old Red River boatmen. Capt. Noah Scovell is spending the summer at Hot Springs, and Capt. Matt Scovell is at present in command of the new steamer *Imperial*, which was built by Ed Howard under the supervision of the deceased, and which, while plying in Red River, has broken all records as a Red River carrier. On one trip she brought out 3610 bales of cotton. On another trip she brought to this city in cotton, cotton-seed meal and oil cake the equal of 4440 bales of 500 pounds each. This trip was the last that Capt. Scovell, then in command of the *Imperial*, made on a steamboat as its captain.

Mrs. Scovell left for Jeffersonville as soon as she heard of Capt. Scovell's illness. She left here by the night train Sunday over the Louisville and Nashville road, and was expected to reach Jeffersonville at 2 o'clock this morning.

The lives of Capt. Scovell and Capt. John Kouns, who mourns his loss here, have been strangely close throughout nearly seventy years. Capt. Scovell was born in Burlington, O., in November, 1825, but when he was eight years old his father bought from Capt. Kouns' uncle the farm one mile from the farm of Capt. Kouns' father, in Laurens (sic) County, and Willie Scovell and John Kouns grew up together in a friendship destined to last throughout their lives. They went to school together, and even had the same objects of youthful adoration without a breach of their friendship, finally growing into useful manhood as business partners to marry sisters.

It was in 1846, when the deceased was twenty-one years old, that Capt. Kouns' father decided to bring a boatload of farm products to this city. Farmer Kouns made the trip on a small

steamer, bringing his two sons, George L. Kouns and John Kouns, and young Scovell with him. Almost as soon as the three young men got here they decided to go into the steamboat business for themselves. They bought the little steamboat *Laura* and put her into the Bayou Bartholomew trade, the next spring doing business under the firm name of G. L. Kouns & Bro., and running all the *Eras* in the Red River trade before the war.

Captain Scovell's war record was splendid. He was in favorites with Stonewall Jackson and Lee knew his value to the Stonewall Brigade. Capt. Scovell and Capt. George Kouns went from here to Virginia together in 1861 as members of one of Louisiana's most noted commands, Zulowski's battalion. He was shortly transferred to the immortal Jackson's brigade and placed by Jackson in command of the pontoon department. Subsequently Gen. Taylor asked for his transfer to service in Louisiana, claiming that as he was a citizen of this State the exigencies of war here entitled this section of the South to his services. Jackson flatly refused to consent to Capt. Scovell's removal of his troops, and Gen. Taylor appealed the matter to President Davis. The President in turn referred the matter to Gen. Lee, who agreed with Jackson, that Capt. Scovell was too valuable a man in Virginia to permit of his transfer to Louisiana.

After Jackson's death Capt. Scovell was transferred to the Fifteenth Louisiana, in Early's command and during the raid into Maryland was one of the officers in charge of the burning of Chancellorsville in retaliation for Sherman's action in the South.

After the war the firm of George L. Kouns & Bro. was dissolved and Capt. Scovell and Capt. John Kouns leased the Canal Street ferry in 1866 for a term of ten years. Then they bought the *Tidal Wave*, which they subsequently sold. Then the Red River Line was formed with Capt. Kouns and Scovell among the stockholders, and the deceased bought the *Belle Roland*. Since the formation of the Red River Line he has been one of its leading members. He was also a large owner in and vice-president of the Good Intent Dry Dock and a member of the Continental Guards.

It is not positively known here whether the body will be brought here for interment or buried on the old Scovell place in Lawrence County, Ohio, which is now owned by Mr. Dillon, the brother-in-law of the Messrs. Kouns and Scovell and the husband of Capt. Kouns' sister.

The following list was compiled by Margaret Hostetler of Shreveport, La. She descends from George L. Kouns. The dates are when they were built or bought by the Kouns boys. However, I found another one of her list with different dates and I've also noticed a few boats not mentioned here that I've found in my own research. smk

KOUNS & O'PRY FAMILY OWNED & OPERATED STEAMBOATS 1848-1914

Dillon Family owned, Kouns operated

Motive 1845

G. L. KOUNS & BROS. LINE, 1848-1860 - GEORGE, JOHN, BEN KOUNS OWNERS:

Robert Whitman	1848	
Return	1848	
Robert Wightman	1850	Dismantled in 1854
J. L. Webb	1850	
Trenton	1851	Sold in 1853
Frank Keeling		

W. F. Kimball		
Judah Touro	1855	Sold in 1856
Iron Belle		
F.K. Jr.		
Era	1856	Sank in 1859
R. H. Lindsey	1856	Sold in 1857
Era No. 2	1857	Sold to Union Navy in 1860, sank Red River 1864
B. L. Hodge No. 1	1857	Sank Red River May 1864 to prevent capture Union Navy
Era No. 3	1858	Sold in 1860
Era No. 4	1858	Sold to CSA Navy in 1861
Effort	1859	Renamed ERA #1 in 1859, after ERA sank
Era No. 1	1859	Sold to CSA Navy in 1861
R.W. McRae	1859	Rebuilt as GRAND ERA #1 in 1860
Indianola	1859	Name changed to ERA No.7, sank Miss. River in 1863
Leompte	1858	Sold in 1859
Lafourche	1859	Sank by Union Navy in 1864
Era No. 5	1860	Captured by Union Navy Feb. 1863, never returned.
Judge Fletcher	1860	Sold in 1866
Era No. 6		
Alice	1860	
Grand Era No. 1	1860	Made into CSA Navy Gunboat <i>Missouri</i> in 1864

RED RIVER PACKET CO., (1860-1872)

**George, John, Ben Kouns, Wiley T. and Noah Scovell (brothers-in-law); James
Ramsbottom owners.**

New Era	1860	Captured Union Navy 1862, bought back 1865, sold 186?
Reub White	1860	Sold 1861
*Red Chief	1860	
Gossamer	1860	Sold in 1869
Era No. 7	1860	Name changed from Indianola, sank Miss. River 1863.

T.W. Roberts	1861	Destroyed 1863 to prevent capture by Union Navy
T. S. Conley	1861	Dismantled in 1866
*Swan		
Navigator	1862	Sank in Red River in 1867
Pioneer (Era)	1863	Sold in 1868
Fannie Gilbert	1864	Sank in 1868
Carrie Poole	1865	Burned at Algiers, La., in 1870
*Nettie Hartupee		
G. W. Forrest	1865	Sank Miss. River in 1868
(Ferry boat at New Orleans)		
B. L. Hodge No. 2	1866	Sold in 1873
Armadilla	1866	Sold in 1867
Monsoon	1866	
Lady Grace	1866	Sold in 1868
*Falcon		
Little Jerry	1867	Used until 1878
(Ferry boat New Orleans)		
Era No. 8	1867	Sold in 1869
Louise	1867	Used until 1876
(Ferry boat New Orleans)		
Selma	1867	Dismantled in 1875
Right Way	1867	Sold in 1870
Era No. 9	1868	Sold in 1873
Era No. 10	1868	Sank Red River 1868, raised, sold in 1873
Grand Era No.2	1869	Destroyed by wharf fire New Orleans 1871
Fleeta	1869	Sold in 1870
Grey Eagle	1869	Dismantled in 1869
Era No. 11	1869	
Era No.12	1869	Sank in storm Galveston Bay, Tex. 1871
Texarkana	1869	Sank in Red River in 1870
Gladia	1869	Sank in Red River in 1874
Era No. 13	1870	Dismantled in 1875
George Dickerson	1870	
(Barge)		
Tidal Wave	1870	Sold in 1872
C. H. Durfee	1870	Burned at New Orleans in 1871
D. L. Tally	1870	Sold in 1873
Flavilla	1870	Sank in Cross Bayou in 1874
Maria Louise	1871	Sold in 1882

RED RIVER & COAST LINE (1872-1887)

**G. L. Kouns, James T. O’Pry, Scovells part owners.
Star & crescent emblem between smokestacks.**

Carrie Converse	1872	Sank in Bayou Sara, La., in 1872
Belle Rowland	1872	Sank in Swan Lake, Red River, Texas in 1877
R.T. Bryarly	1872	Sank in Red River in 1876
Royal George	1873	Boilers exploded in Red River in 1873 (12 mile bayou)
W. J. Behan	1873	Sold in 1878
Col. A. P. Kouns	1874	Sank Red River in 1878
Ben B. Kouns		
Noah Scovell		
J. H. Kouns		
La Belle	1875	Sank in Red River in 1878
Laura Lee	1875	Sold in 1883
Dawn	1875	Sank in Red River in 1878
Martha	1875	Sold in 1883
Cotton Valley	1876	Sank in Miss. River in 1878
Isabell	1876	Dismantled in 1883
Reliance	1877	
(towboat)		
Continental	1877	
(towboat)		
Fern	1877	
(towboat)		
Bonnie Lee	1877	Boilers exploded in Miss. River in 1880
Alvin	1877	Sold in 1897
Silver City	1878	Dismantled in 1887
Joe T. Bryarly	1878	Burned in 1881
Lillie M. Burlow		Sank in Cane River, La., in 1899
Mary Ida	1878	Sold in 1880
Kittie Nye	1879	Burned in Miss. River in 1880
Oriole	1876	
Belle of Shreveport	1872	Sank in Miss. R. in 1886
Texas	1872	Sold in 1878
Lotus No. 3	1872	Sank in Red River in 1876
Cornie Brandon	1880	
Neptune	1879	Sold in 1893
Whisper	1879	Sold in 1894
Ashland	1880	Burned in New Orleans in 1882
Laura		
G. H. Van Elten	1881	Sank in Red River in 1889
Phil E. Chappell	1882	Sank in Red River in 1888

**RED RIVER LINE, (1887-1914), company name changed.
Red five pointed star emblem between smokestacks.**

Halette	1887	Sold in 1902
Valley Queen	1889	Burned in 1903
Anna B. Adams	1889	Sold in 1893
Rosa Bland	1889	Sank in Red River in 1898
Dacotah	1889	Scrapped in 1894
E. B. Wheelock	1889	Sank in Red River in 1895
Nat F. Dorth	1889	Sank in Red River in 1895
John D. Scully	1890	Burned in New Orleans in 1895
C. E. Satterlee	1892	Sank in Red River in 1893
City of Little Rock	1893	Sank in Red River.
Imperial	1894	Sank in Algiers, La.
W. T. Scovell	1895	Sank in Red River in 1903
Sunrise	1897	Burned in New Orleans in 1902
Gem	1898	Sank in Red River in 1901
Red River	1899	Sold in 1904
Electra	1897	Sold in 1914

KOUNS, (1891-1892)

John Kouns, Isabell Kouns O’Pry, James T. O’Pry owners:

Belle Crooks	1891	Sank Red River above Index R.R. bridge (Texarkana)
Josie D. Harkins	1891	Burned below White Cliffs, Little River in 1892.

1847

Star Furnace	Boyd County, Kentucky	Built: 1847	By: A. McCullough & Lampton Bros.
Gallia Furnace	Gallia County, Ohio	Built: 1847	By: John Campbell & others
Sandy Furnace	Greenup County, Kentucky	Built: 1847	By: D. Young, Gilruth & others

The Ohio River Floods Again.

The extraordinary floods are from 50 to upwards of 60 feet above low water. The one of April, 1815, was 58, that of February 1832, was 63, and that of December, ‘47, was 62 feet.”

1848

Buena Vista Furnace	Boyd County, Kentucky	Built: 1848	By: Wm. Foster & others dismantled
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Laurel Furnace	Greenup County, Kentucky	Built: 1848	before 1876 By: Wurts Brothers
Mt. Savage Furnace	Carter County, Kentucky	Built: 1848	By: Robinson, M. Biggs & others
New Hampshire Furnace	Greenup County, Kentucky	Built: 1848	By: S. Seaton & Boyd Bros.
Pennsylvania Furnace	Greenup County, Kentucky	Built: 1848	By: Wurts Brothers

50th Anniversary of Mr. and Mrs. W. D. Kelly, excerpt:

. . . Mr. Kelly built a small frame house, on the river bank not far below Union Landing, where he lived until in August, 1848, when he came up to where Ironton now stands to bid on the John Davidson farm that was then offered for sale. He bid in the farm which comprised 300 acres lying above the mouth of Storms creek, and running up to about where the Court house now stands. He paid \$17 per acre for it.

Peter Lionbarger attended the sale, and right after Mr. Kelly bid in the Davidson farm took him aside and said: "Now, you have offered me \$20 an acre for my place several times; if you offer it again I will accept," Mr. Kelly didn't do so just then, but did shortly after. Lionbarger's farm was a tract of 200 acres just above the Davidson farm which he had just bought. Mr. Lionbarger's frame house stood about the middle of the Neal-Ellsberry lot.

A few days after buying Lionbarger's place, Mr. Kelly bought Isaac Davidson's farm, where his present home now is.

The old brick home near the Goldcamp flour mill was the farm house of John Davidson, and went with the first purchase, and into that Mr. Kelly moved in August, 1848. It was his intention, by all these purchases to have one splendid plantation, but about that time Dr. Briggs, John Campbell and others came to him with the Ohio Iron & Coal Co. project, and the Ironton scheme, and he sold the John Davidson and Lionbarger tracts to them at just double what he gave, and took stock in the Ohio Iron & Coal Co., and thus became one of the founders of Ironton. IR Sept. 27, 1888

Local Sketches - Bradrick and Coryville Described

Some Interesting Reminiscences.

For a description and information concerning Coryville and Bradrick, we are largely indebted to the kindness of Capt. Jacob Suiter, of Coryville. He is a man well versed in history and general literature. He is an eloquent speaker and genial host.

Bradrick is situated in Union Township. It was formerly known by the name of Indian Guyan, and was a river landing. It has long been quite a business locality. In an early day, many boats and barges were built here. The lumber was obtained from a saw mill located a short distance up the Indian Guyan and, also, one about three miles from the mouth of Symmes Creek. All traces of these mills have long passed away, and the generation who carried on this industry have gone to join the great majority.

Upon an eminence back some distance from the river, just east of Indian Guyan, may be seen a large cluster of evergreens surrounding an old style brick house. This was the residence of the late Maj. Buffington, a man of note in his time. He controlled at one time most of Quaker Bottom Plantation west of Proctorville. He was a good neighbor, and generous friend, but unforgiving as an enemy. This residence bearing the poetical and suggestive name, Dripping Spring, is now the home of W. P. Martin. Opposite the Dripping Spring was the residence of the late J. L. Suiter. He it was that operated the mills at the Falls of Guyandotte. He was a man of

business, who followed the river from this point to New Orleans with various degrees of success. He and Major Buffington were neighbors and Captain Suiter said nothing could delight more than hearing them talk of their varied experiences in life.

Both were able members of the M. E. Church, then in its prime. Capt. Suiter died in 1857, and the Major toward the end of the Rebellion. Both are remembered by the older citizens of this county as being the leading men of their day.

Coryville, named after Dr. Cory, of Ironton, was formerly known as the California Rocks. This locality is known to steamboatmen from one end of the river to the other. It derives its name from the steamer *California*. This craft was wrecked in the river here by colliding with the steamer *Isaac Newton*, in the year 1848. This was before signals were used. The *California* was descending the river laden with the wealth of the East, which had then to be transported by water. On board were many passengers. She had made a landing at Indian Guyan, had got out into the river again and was proceeding on her way when she met the *Newton* coming up with a full head of steam. The usual fearful consequences resulted, and all was terror and confusion. Twenty lives were lost. Most of the goods were recovered in a damaged condition. The dead were buried among the rocks, far from friends and home. Costly silks and satins were spread out on the rocks to dry. By the aid of a diving bell all the goods except the iron safe were recovered. The safe containing many thousands of dollars still lies beneath the placid waters of the beautiful river, and but few are left to inquire about the terrible tragedy enacted at the base of this little village. The *Newton* was said to be a wild boat, commanded by Capt. Hopkins and piloted by Tom Hamilton, with whom she had run away.

Captain Suiter rowed us all around and among these famous rocks. Names and dates are inscribed all over them. The earliest one we noticed was 1830. Most of them had been so worn by the water and ice, and other agencies as to be illegible.

It is said the Southern freebooters under command of their celebrated leader, awaited Burr and Blennerhasset here, when they were to go on their famous filibustering expedition. They are now used by tow-boats as an anchorage for barges, and large numbers being found there at all times.

The village has a skiff ferry connected with Huntington. IR Sept. 15, 1887

A letter from our old friend T. A. Walton, gives this little reminiscence of the prehistoric days of Ironton. The incident, Mr. Walton writes us, will do to publish for the boys to read:

"Peter Lionberger and Jacob Hepler saw a bear in the Ohio River. They took their gun and ax and got into their canoe and went after the bear. When near it, they shot at it. It turned and came to get into the canoe; in trying to keep it out, they broke their gun to pieces on it, they then struck at it with the ax. The bear knocked the ax out of their hands into the river; it then climbed into the front of the canoe, (they leaning on the side of the canoe while the bear climbed in, to prevent it upsetting the canoe,) and sat there very well satisfied while they paddled to shore. When the canoe struck the shore, the jar of the canoe caused the bear to look around and when it saw it was at shore, it quietly got out and went to the woods and made its escape." This landing was made near where the Water Works now is. IR May 5, 1892

1849

Keystone Furnace

Jackson County, Ohio

Built: 1849

By: John Campbell, S.
McConnell & others

Founding of Catlettsburg, Kentucky - Once known as Smith's Landing.

Charles Smith was allotted 400 acres, upon which the town of Catlettsburg is built. ...In 1798, Alexander Catlett purchased the titles of William Hogan and Richard Morris, two of the grantees, and settled later at the mouth of the Big Sandy. In 1816 Horatio Catlett, son of Alexander, purchased the one-fourth interest of Sara Smith Eastin and in 1820 the one-fourth interest of Charles Smith.

“The site south of Catletts Creek, was formerly owned by Horatio Catlett, after whom the town was named. From him, it passed to James Wilson, thence to J. W. Fry, who had it laid out in town lots. In the summer of 1849 north of Division street, and that on the south side as far as Webster street by William Hampton and others in November 1850; and from Webster street south in 1865. That portion of the town north of Catletts Creek was owned by David D. Geiger, who had it laid out in town lots.... from *Ashland a Long Time Ago* by Arnold Hanners.

[J. W. Fry would later become the founder of Ceredo, WV - smk]

Founding of Ironton, Lawrence county, Ohio. Once known as Hill's Woodyard then Hill's Landing.

In the year 1849, the Ohio Iron & Coal Co. laid out the town of Ironton, in Lawrence county, and projected the Iron Railroad. The company proposed to run their road through the rich mineral region of Jackson county, and procured the passage of an act by the Ohio Legislature, authorizing the people of Jackson county to vote for or against the county taking one hundred thousand dollars stock in said road. IR Mar. 2, 1876.

Ohio Iron and Coal Company organized 1849.

The Ohio Iron and Coal Company - the Company which received its charter from the Ohio Legislature early in the year 1849 -the Company which laid out and established the town of Ironton now ten years ago - had a meeting of its stockholders recently, and voted to wind up its business as speedily as consistent with the interests involved, and to dissolve.

The Company was organized with twenty-four members. Eleven of the number have gone to their “final account” - Andrew Dempsey, Henry S. Willard, George Steece, Henry Blake, Joseph W. Dempsey, Washington Irwin, James W. Means, James A. Richey, James O. Willard, John E. Clarke and Robert B. Hamilton. Two have disposed of their stock - Smith Ashcraft and Henry C. Rodgers. This leaves the Company to consist at present of eleven members, and the representatives of eleven estates.

The property of the Company is to be sold as soon as it can well be done; and we learn that the large tract of land - the old LaGrange Furnace lands - extending some five or six miles north of town to the neighborhood of the Tunnel on the Iron Railroad is now being surveyed, and divided into tracts convenient for sale.

This will throw a large amount of valuable land into market- some of it valuable for small farms and gardening, being near a very high market, and most of it very valuable for its stone coal, and some of it, perhaps, for its iron ore, which abounds. Also there will be for sale, and to be sold, many town lots. A public sale of part of LaGrange lands, and of town lots to be in next October.

We cannot now, for want of time and space, speak of the effect these movements upon the town and country about - this we reserve for the future.

One point, however, greatly concerns the interest of the town, in this change of affairs, that is, the River Wharf. This still is owned by the Company, which has never yet collected any wharfage from boats or the public, unless the wharfboat has paid a rent. - The amount of some

\$3,000 has been expended by the Company on the wharf, and it is still in an unfinished condition, in any part.

Now if the thing is possible, on any reasonable considerations, the town ought to have complete possession and ownership of the wharf. Can it not be accomplished? This is a matter in which every citizen is interested. Let it be considered. IR May 26, 1859

The land option for the new town of Ironton.

The Land Option. - W. D. Kelly owned the apple orchard near the mouth of Storms Creek, and dealing through him, the neighboring lands were optioned with promissory notes... Thomas Walton surveyed the land and made the blue print of the new town... The original and cost of the land was as follows: Isaac Davidson [Davisson], 49 1/2 acres, on which was paid December 13, 1848, \$819, and notes payable in 9 months with interest, \$800... Elizabeth Copenhaver's farm, 23 acres - cash, \$550 - notes on demand \$550... Daniel Fort's [Feurt] farm, 100 acres, cash \$400, notes for one year for another \$400... P. Lindenbarger [Lionbarger, Lionberger] 2 1/2 acres, cash \$248... E. E. Adams, one acre, cash \$100 notes in sum of \$400... J. L. Collins, farm, 66 acres, cash \$1,500, note \$1,500... The land back of the river known as the Davidson and Lineberger farm - 325 acres sold at \$33 per acre... These deals were all completed May 12, 1849. Source - Glorious Past:

Naming of Ironton's Streets.

When the city of Ironton was laid out, the streets were named for the pig iron furnaces of the county... Those streets paralleling the river were called First, Second, etc., while those from the river to the hill starting at Storms Creek south to Jefferson were given the furnace names... The first named was John Campbell's favorite furnace Vesuvius... It was at that furnace Mr. Campbell's "hot blast" idea worked successfully, hence this was his favorite furnace... The next street named was Hecla then Buckhorn, Lawrence, all for the furnaces... The builders of Ironton expected the railroad to be the dividing line in mid city, so that street took the name Railroad... Next came Center, Olive [now Park], Vernon, Washington, Adams and Jefferson... Three of these were names of Presidents, but they were also names of well-known furnaces in 1849 [corrected later-smk]... Just why the name of Olive street was changed to Park Ave. fifty years later is not known... We know of only one other Olive street that being the one of the leading streets in St. Louis.

On Nov. 20, 1849, William Kelly presented to the Ohio Iron and Coal Co. a map, which included land from the river to Sixth street, in that section between Jefferson and Chestnut streets... His proposal was to dedicate to the town land needed for the extension of all streets from the river to Sixth, and new streets and alleys, with the exception of within two blocks between Fourth and Fifth streets, ... The map shows that section of the city described above, with all streets and alleys named... The Ohio Iron & Coal Co. accepted the plot, but did not adopt the names of the streets, as set forth on the map... Had the map been adopted, today Ironton would have an Iron street, Mine street and a Farmer street, as those were the names used on the map, for Madison, Monroe and Quincy streets... However Mr. Kelly did name Chestnut street on his map, and that name was adopted.

The inscription on the map, written in long hand with pen and ink reads: "Know all men by these presents that we, Wm. Kelly and Sarah Kelly, his wife, proprietors of Kelly's addition to the City of Ironton do hereby donate to the public all streets and alleys designated in the plat of said addition of the city of Ironton with the exceptions of alleys comprised in lots number 43 to 66 inclusive... Given under our hand and seals this 20th day of November A. D. 1849" ... The signatures were subscribed to in the presence of Elias Nigh, Esq. Notary Public.

A close study of the map shows that lots 43 to 66 are on Fourth street and include the lands from Monroe streets to Chestnut of which a part is now the Deaconess hospital, which was the Kelly home at that time... Whether the streets named on the map by Mr. Kelly were ever called by those names is not clear, but the Iron street became Madison, Mine street, Monroe, and Farmer Street, Quincy, while Chestnut street continued with that name... No doubt the directors

of the Ohio Iron & Coal Co. decided that since several of the streets had already been named for the early presidents, that they would continue from Jefferson, and name the streets, Madison, Monroe and then came the bump - the town already had an Adams, so they selected the middle name of John Quincy Adams, and left Chestnut remain as Mr. Kelly had named it.

The next plots or sub-divisions to be adopted followed the street naming policy... Those in West Ironton adopted names of Union for a furnace, Eagle for the Ironton Mills, and Mill street... In the south they took on tree names starting at Chestnut - Mulberry, Walnut, Spruce, pine, Maple, Oak, Heplar, etc.... later as new streets were opened in west Ironton, and they took on tree names Sycamore, Elm and Orchard. IT December 6, 1948

June 1849 - The town of Ironton was surveyed and the first lots sold (IR Mar. 16, 1899)

Steamboat Reminiscences.

In the Fall of 1849, we first came to Ironton, then just laid out, and in a few days had ___ to go down to Pine Creek. We went on board of a sort of half-cabined sort of a ___ steamboat, which was indeed, "somewhat bigger than a yawl," called the *Resort*. A ___ looking fellow with a fur cap on, sat with his legs ___ dangling over the front side of the pilot house, which house, as we recollect, was pretty well down towards the hold. This was the Captain, a stranger to us, but his name - "Wash" - is still in our ___; and from that time his pleasant countenance has been present to our view. That was the day of "small things" for Ironton, and the region about; and a small boat running to the town of Portsmouth did, perhaps, the weight of the business.

Again in July, 1850, we purchased our *Register* Printing Office in Cincinnati, and shipped the "materials" to Ironton on the "Big Sandy and Cincinnati Packet" of that day, the steamboat *Relief*. It was a very dirty boat; its cabin, and particularly its staterooms and beds, not looking fit for even the temporary resting place of "white folks." Nevertheless, we received very kind treatment from the officers. All that night wore away, all the first day, all the second night, and late in the morning, forty hours out from the Queen City, we were still below Ironton, though in sight, and we had, too, all the way up, "good luck." That boat made "regular" trips, remarkably only for irregularity, and giving us good accommodations probably as the circumstances of the trade were thought to justify. About these times the *Ironton*, a fast and a powerful boat, made a few spasmodic "splurges" at this trade; also the *Jefferson* run a trip or two; and others talked about running boats in the Ironton trade down. The *Wm. Phillips* run for considerable time, hereabout, between Gallipolis and Cincinnati, or between intermediate points, as suited her convenience.

Meanwhile Capt. Sam Folsom and his little *Robt. Wightman*, came in opposition to the *Resort*, we believe, and run it out of the Big Sandy and Portsmouth trade, himself destined to be run out in turn, a year or two afterwards, by Capt. "Wash." And his new boat *Fashion*.

The *Zachary Taylor*, in 1851, run for a time as a Big Sandy and Cincinnati Packet, and the *Ironton* again, in perhaps, 1852, tried the trade for a time - and so it went; we were with a Cincinnati boat and without one, then with and without, and again with and without - until "in course of human events," the *Fashion's* trade to Portsmouth was ruined by the *Cabinet*, a great improvement in regularity and constant good accommodations to the public, upon all previous "Big Sandy and Cincinnati Packets." She, too, half the time failed to make two trips in six days, and once or twice left the trade for other parts, leaving the people in the ___ mercies" of transient boats. And the *Boone*, in the Fall of 1854, came into the trade, making three trips a week for a month or two, under Capt. Jacob S. Hurd. During these times, latter part of 1853 and 1854, Capt. "Wash." was on the *Cabinet* most of the time, and succeeded Capt. Hurd on the *Boone*, and soon went upon the *Kenton*, which took the place of the *Boone* in this trade, early in 1855; which was

in turn followed by the *Scioto*, owned by the same company, (Portsmouth, Maysville and Cincinnati,) and under the command of Capt. "Wash."

In the Winter of 1855-6, the Big Sandy and Cincinnati Packet Company was formed through the agency of "the fellow" who wore the "fur cap" on the little *Resort* in 1849, and the *Scioto* was purchased for the company below; and on the first of March, 1856, appeared Captain Washington Honshell on what might be called his own boat; he had won a name, by perseverance, industry, and obliging manners, that many a steamboat-man might be proud of - a name that few river-men have the good fortune to possess. The "public" of this Iron Region were now better accommodating in the steamboat way than ever before, in the way of regularity, promptness, good fare, &c., &c. The company purchased a beautiful low water boat to keep up the trade, which under Capt. John Kyle, a member of the company with Capt. Honshell and others, made trips with all the promptness the extreme low water would permit, accommodating the "people" here better than ever before in like low water; although she for a time made a mistake, bringing "down on" her the ill-will of many - which, in due time, was happily rectified, and all went right again.

Finally, the *Scioto*, in the Spring, did a good and a public-accommodating business, and was a few weeks ago exchanged for the *Boston*, truly a "floating palace!" And Captain "Wash." Honshell walks the deck of a steamboat in the "Big Sandy and Cincinnati trade" that has not now its superior on the Ohio river above the Falls. The beauty of the boat, its capacity, its lightness, its speed, its fitness for the trade she is in, and the fitness of its officers for the boat and the trade, may be regarded as unexceptionable. True, dissatisfaction may sometimes be given; but where can our people expect to do better?

Such is the rise, progress and present condition of this trade, from the Iron Region to the Queen City of the West. IR May 28, 1857

The Exodus of the 37 Blacks from Va., to Burlington, Ohio in 1849.

[How former slaves saw their first steamboat on the Ohio. Excerpt.]

In the fall of 1849, 37 slaves were set free, and moved to just above our town of Burlington on the farm purchased from Isaac Frampton. They were owned by James Twyman and were manumitted by him in his will, in the county of Madison, Virginia.

The farm purchased for them was about 640 acres, hill and bottom land, with one large frame house and several small tenant houses on it. There were 20 males and 17 females. Some of them were old men and woman, who had given the best part of their lives in toll for their master, in the accursed bond slavery. Their bowed forms, hard callused hands told all too plainly what they had undergone. The best part of their lives had been given for some one else. When the news was brought by the servants from the big house to the quarters, that "Ole Marse" had set them free and that they were to be taken to Ohio, where a home and land was provided for them, a home in reality, they could hardly believe it; the news was too good. The mothers looked upon their children and thought, can it be that these sons and daughters of mine will be free and not have to toil as I have done without recompense, without hope? "Glory to our heavenly Master, it is too good to be true," but true it was, and before long they were on their way to the promised land big and little, old and young, carrying with them, like the Israelites of old, their little belongs which they cherished as from their old "Virginny home."

Their journey was made in fear and dread; fear that something might happen to prevent their reaching the haven of rest; dread that some shrewd, lawyer might pick out some flaw in the papers and that they would be remanded back to await the tedious motions of the law's delay. But nothing intervened to stop them, and bye and bye, they came to the banks of the

Ohio river, the barrier to freedom which they had long known of, but had never seen before. One of them informed me, that he thought it was the sea, and their wonderment was great as they looked upon the mighty river for the first time in their lives, and thought how was it possible for anyone who ran away to ever get across its swollen stream; and like the children of Israel, at the Red Sea, where and how they are to get across the mighty flood. My informant also says, that at this time, a steamboat came along, and the wonderment grew and they could not see enough of it. It was something they had never heard of in their inland home, a moving house propelled by some invisible power belching forth great clouds of smoke and steam and moving through the water as a thing of life! And many days after they had reached their home, on the banks of the beautiful Ohio, did they clasp their children close, as one of those monsters, breathing fire and smoke, went rushing by with the rapidity of the wind and it was many days before they got accustomed to them.... IR Mar. 5, 1896

1850

The Ironton *Register* newspaper began August 1, 1850 by Stimson & Parker.

IR Aug. 1, 1850 - The Floating Daguerrien Gallery - The Artist.

- This unique looking craft, fitted up expressly for taking Daguerreotype likenesses appeared a few days ago at our wharf [Ironton]. On going on board we found among the specimens, the familiar faces of many old friends and acquaintances, some of whom we had not seen for several years. We could not help thinking that several of them appeared even more natural in picture than they did themselves the last time we saw them. Messrs. Jaquay & Savery are no mean artists. Their apparatus is very complete, and they will be found ready to give satisfaction to all who may employ them. They make Hanging Rock their next point. The people on the river below will do well to give them a call.

Early history regarding U. B. Scott and family.

Scioto Co. Census - R. B. Scott, Mill Wright age 62 born Pa; Elizabeth, age 59, born W(?) and Maria age 18, born Ohio.

The new town of Ironton was less than a year old, when Perry and Uriah B. Scott opened up their Axe Manufacturing Shop.

IR 15 Aug. 1850

P. & U. Scott - Machinists and Manufacturers of EDGED TOOLS and BRASS FOUNDERS Third St., between Buckhorn and Lawrence Streets, IRONTON, OHIO. [P. & U. Scott were brothers, Perry and Uriah. Before going into steamboating they owned an Axe Manufacturing Shop in Ironton, Ohio.]

IR Aug. 1, 1850

P. & U. Scott - Would respectfully announce to the people of Lawrence County and the public generally, that they are prepared to make and repair MACHINERY of every variety and description. STEAM ENGINES repaired, MILL IRONS made and repaired. IRON and BRASS TURNING done in a neat and workmanlike manner. BRASS cast after any form, shape or pattern desired.

We also keep on hand and make to order AXES of a superior quality - made expressly for the CHOPPERS at FURNACES. Those that have used our axes will NOT use any other. Better proof that ours are the best in the market is not wanted.

OLD AXES REPAIRED

We will also make and repair all sorts of edge tools, in a manner that shall not fail to suit customers.

Orders from abroad will receive prompt attention.

Shop on Third street, between Lawrence and Buckhorn streets. Ironton, Aug. 1, 1850.

IR Oct. 3, 1850 - Died on the 25th ult., Benjamin Uriah,, son of Lucinda and Perry Scott, aged 4 years, two days.

IR Oct. 3, 1850

- River at fine stage for navigation.
- The line boats from Pittsburgh commenced running - great storm and hail at Pittsburgh.

IR Oct. 17, 1850 - Steamer Explosion - Loss of Life.

- The *Robert Wightman* is now in the dock, at Cincinnati for repairs. It will be but few days before she will be making her regular, daily trips again. We hope that some of our people will learn in her absence that the little boat is a very great convenience to them and act accordingly.
- Pittsburgh, Oct. 14. - River 28 inches and rising slowly - weather pleasant. The steamer *J. B. Gordon* collapsed a flue yesterday at Logstown. Four persons killed, five or six missing; several scalded. She was bound for Wheeling.
- Regular Big Sandy and Cincinnati Packet - The new and splendid steamer *Relief* ...Davidson, Master.
- Regular Pomeroy and Portsmouth Packet - *Little Boone* ... John Brubaker, Master.
- Regular Packet from Ironton to Portsmouth - *Robert Wightman* ... Sam Folsom, master.

IR Oct. 24, 1850 - The *Robert Wightman*.

- This fine little packet has again returned from Cincinnati, and, on Monday, resumed her regular trips to Portsmouth. Her hull and machinery are now in first rate running order. We heard from several individuals, while she was gone, remarks like these: "I hope that the *Wightman* will get back soon." I don't know how to get along without the *Wightman*, &c. &c. That is just it many people while she is running regular, could not seem to think *practically* that it was any favor or accommodation to have a daily packet to Portsmouth, and were very slow in finding out that they were under any obligations to the boat. But these people were the very first to mourn her absence Capt. Folsom.

IR Oct. 24, 1850

- Steamboat accidents are frequent now. Last week we noted three, and this week, we note three more.
- The steamboat *Companion* collapsed two of her flues a few days since, above Wheeling, killing one person and scalding two others.
- The steamer *Federal Arch* struck a snag and sunk, last week, down river, with a large lot of hemp for Covington, Ky., which was a total loss; and also the steamer *Mustang* on the Missouri river, struck a snag and sunk in six foot water; and afterwards broke in two - a total loss.

IR Oct. 31, 1850

- We are under obligation to G. L. Kouns for a bundle of Louisville and St. Louis and Mobile papers.

- Thanks to Mr. J. S. Hurd, clerk of the *Zachary Taylor*, for the Cincinnati papers. The *Taylor* has been thoroughly repaired, and is now running regularly between Big Sandy and Cincinnati. The boat is under charge of men too well known in this vicinity to need commendation.
- Steamboat Directory:
- *Robert Wightman* - Guyandotte to Portsmouth
- *Little Boone* - Pomeroy to Portsmouth
- Pittsburgh to Cincinnati Packets
- *Messenger No. 2*,
- *Buckeye State*,
- *Keystone State*,
- *Hibernia No. 2*,
- *Cincinnati*,
- *Brilliant*.

IR Nov. 7, 1850 - The steamer *Tribune* from Cincinnati was burned ninety miles above New Orleans, last Saturday. Most of the cargo is a total loss.