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**MS 76 Box 9 Notebook 7 - Rafting on the Guyandotte. Roughs of Guyan, etc. Sam Bias, contains all on this subject.**

Fred Bussey Lambert

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RAFTING ON GUYANDOTTE

ROUGHS OF GUYANDOTTE

ETC.

[Miscellaneous writings, interviews,  
etc., from the Lambert Papers]

Ms 76

Bx 9

NBk 7



By Greely Isaac

Rafting on the Guyandotte

Old man John Chapman of Four Mile used to cut and raft timber, kept teams. Spencer Midkiff was a great timber man. We came here, about 64 years ago--1882. There was a wonderful lot of timber, on the river. Men would get about 50¢ a log, for catching and tying up logs. The owners, Cole Crane & Co., had a boom, at the mouth of Guyan. They went into Logan and Wyoming counties and drifted timber loose, instead of in rafts and this put an end to catching logs and tying them up. They came in, about 1900. No rafts ever run out of mud. Rafts from Wyoming were very small. I saw one of three large logs, go down from Wyoming. They were five feet in diameter. Robert L. Lewis was an early timberman. He built splash dams, in Big Ugly.

Some of the buyers were, Mont Goble and Robert Prichard. They were great timber buyers. They were from Callettsburg. Lew Burks and Will and John Wilson, of Wilson Switch had a good mill there, and bought much timber. Goble and Prichard splashed timber, out of the head of Mud River, but not on Guyan.

Walter and Bill Sliger, of Huntington, bought timber. I timbered on Four Mile and sold much hemlock. Poplar and Oak, and Hemlock came also from head of the river.

I lost 1200 ~~hemlock~~ and poplar logs, on Four Mile. My boom broke, in Four Mile, Cole Crane & Co.'s boom, at Guyandotte, was open and let my logs, into the Ohio. I also lost 40,000 railroad ties. Crane & Co. had side booms, on the sides of the Ohio, at Cattlettsburg, Ashland, etc. They caught their logs, and rafted them and took them, to Cincinnati, in fleets. We lost several (400-500) logs, and most of the ties. It broke me up.

Ties were a great business here. I ran as many as thirty-seven tie rafts, out at one time.

My father, William B. Isaac and Woodrow Sloan, also timbered.

The G. V. R. R. carried many ties, but few logs. Crane shipped logs, from Buffalo Creek, on the trains to Cincinnati. They also drifted much timber from other places.

Tie business was important. Ties here sold on the creek banks at 22¢. My father sold 10,000 ties off a farm owned, by Elisha Peyton and sold them, at the mouth of the Guyan River. In addition, he got 25 rafts of timber, and later I and Richard Sloan (my half brother) got 300 logs extra. My father bought it in 1889. Christopher Sales had owned it, and gave it to Katherine Scites. It was the old Perry Peyton survey. He sold it to Dub Peyton who failed to pay for it, and "Stiffy" Scites had to take it back. It's on One Mile 240 acres, now owned by Winnie (S.) Snodgrass.

Crane & Co. timbered on Pond Fork of Coal River, as late as 15-20 years ago. They quit Guyan River about 25-30 years ago, say about 1915.

The rafts, from Wyoming County, were short. The special raft mentioned was 3 logs wide and about 100-125 feet long probably 15 logs in all.

Bobby Ross of Madison Creek, and his two boys, Hugh and Robt. Ross, Jr. timbered, on Madison and Smith Creeks, in the 1870's and 1880's. He owned much land on these creeks.

Guyana River Navigation.  
Topics.

1. Boats - Steamboats, on the Guyandotte.  
Major Adrian

The R. H. Lindsey

The J. I. Wenzel

The Hustler, by George Godby.

2. Early means of transportation

Indian Canoes

Joe Boats or John Boats.  
Baleaux.

Flat boats.

Pirogues.

- n. 1 - Steamer *Lundsey* makes trip  
up Guyan River to the Falls  
and back, Jan. 26, 1855.  
A "new era" hence, first  
except the Major Adrian
- n. 2 - Poor navigation ruins salt  
industry.
- n. 5 - Bottom - Guyandotte Navigation  
Company.
- n. 6 - Arrival of *Lundsey* - n. 10.  
March, 1855
- n. 12 - The R. H. *Lundsey* leaves the  
Guyandotte River. Goes to the  
"Portsmouth and Pomeroy" trade.
- n. 14. "Act of Incorporating" Guyan-  
dotte Navigation Company, March 16,  
1849.
- n. 16. State to furnish  $\frac{3}{5}$  of the  
Capital
- n. 223 - Story by "Pomp" Wentz
- n. 226 - " " Sam B. as.
- n. 244 - Steamboats, on the Guyan.
- n. 250 - The flood of Sept. 29, 1861.

1.

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FROM THE GUYANDOTTE HERALD.

Friday, Feb. 2, 1855 Vol. 2. No.41

Married

On the 26th day of December, 1854, by Elder J.C.Rece,  
Mr. Thomas Dundas to Miss Martha J. Turley"

Died.

"On the 16th inst Mr.John Merritt, aged 66 years, and closed  
his earthly career on his 67th anniversary (Born Feb.16, 1788).  
Mr.Merritt was an old citizen, a man of warm and generous heart  
The poor were not turned away from his door, unfed. But, "He  
sleepeth; peace to his dust" Communicated.

Political announcements were often signed "Many voters".  
Here is one:

"Messrs. Editors: We are requested to announce  
Col. Joseph Mansfield as a candidate for the Senate of Vir-  
ginia to represent the Counties of Wayne, Cabell, Mason,  
Jackson, and Wirt in the next Senate of Virginia".

"Many Voters".

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TRIP UP THE GUYANDOTTE RIVER.

*(Copy this. Make care  
con. Double space)*

The trip made last Friday and Saturday by the Steamer  
R.H.Lindsay, commanded by Capt. A. Finch, of Harmer, up the  
Guyandotte River to the Falls and back again, marks a new era  
in the history of the Guyandotte region.

Heretofore, we have only had the little Major Adrian for  
a packet up the Guyandotte, quite too small to have comfort-  
able room for passengers, but answered for freighting. The  
Lindsey, however, is as large a boat as will be wanted, on this

stream for some time. She has fine, roomy cabins and births; and a trip up the Guyandotte, on this boat, will be considered a real luxury, and will ultimately be enjoyed by all our citizens.

This comfortable and expeditious mode of traveling will increase the intercourse of our citizens, and make Guyandotte and Barboursville near neighbors of the Falls and upper Guyandotte country. It will be the means of introducing enterprising men into the heart of our rich, but undeveloped back country, who will open up our coal mines, dig our iron ore and smelt it into iron; erect saw mills, and build and run barges laden with coal, iron and lumber to market. They will also aid us in clearing off our rich mountain lands, and appropriate them to agricultural purposes to sustain the dense population, the mineral resources of the country will introduce; and last, but not least, (Notwithstanding that it is at present but little spoken of; the salt<sup>t</sup> with which the Guyandotte Valley

has been known ever since the country was first settled, to abound, will attract to it a great many enterprising men.

Several salt wells were in existence along the stream as early as they commenced on the Kanawha, and they once supplied this country with salt; but, on account of the poor navigation on the Guyandotte, a large market could not be reached. It was, therefore, manufactured in so small a quantity that the price was obliged to be greater than where the business was carried on more extensively, and was consequently abandoned, altogether. But now the Guyandotte is a navigable stream; It is one of THE rivers. Better

Better and safer for coal and salt boats than the Kanawha, or Ohio, and we consequently expect to soon see, instead, supplies of coal, salt and iron going up the Guyandotte in "Perogues" and "better heads" coming down in whole fleets of 300 ton barges, towed in the smooth, deep, and safe channel by the toiling, persevering tow boat.

But, we are asked, where is the money, and where are the men to do all this? We answer in the densely populated mineral and manufacturing districts, which are, at present, crowded to over-flowing; and where they are crowding, pressing, and over-reaching one another to get along. Only let them know of this wide, uncultivated field of enterprise, and two thousand Yankees with their ingenious contrivances, to manufacture our timber into useful articles, would soon be on hand; as many more coal diggers and iron men would soon be among us if they could once be made acquainted with the facts in relation to our coal mines and iron ore.

Pardon this digression; we intended to give a description of our trip. The day was about as bad a one, as could have been selected, during the whole year. The wind blew and it "snew", but after they got the Lindsey straightened up, in the channel, she started off very gallantly, blowing her whistle, and soon left the numerous spectators on the bank. In a few moments, we arrived at the railroad bridge, the temporary trestles of which have not yet been taken away, and are very much in the way of navigation of the stream; but, it is assumed that Mr. Grant will take them out of the way, or grant them the right of doing so.

Without waiting for the Captain's orders, some of our



fast passengers straightened up the boat, in the narrow channel, outside the east pier. While she was working up on the engines, and before the officers could get to their posts, she ran into a tree top and knocked down both her chimneys, verifying the old proverb of "too many cooks spoil the broth; but after getting her through the "ground hog hole" as "Chips" called it, we sailed ahead, again very pleasantly, and by the assistance of some of those same "fast passengers", he soon had the worst mashed, chimney straightened out, cut in two, and set up, making them only half as high as before; and, with the aid of a little philosophy, were able to regard the accident, as an advantage, the chimneys at first being too high, for the Guyandotte.

After taking on a few passengers, at Barboursville, brushing the limbs of the trees, in the short bends, in consequence of the wind blowing so hard, we arrived just at night, at the Salt Rock, and tied up, in the Lock, until morning. In the morning, we went on to the Falls Mill, through ice about 1/2 inch thick, without any accident. We laid, at this place, long enough to look around some, and call upon our old friends, V.D. Le Tulle, and brother, and W. L. Clark; and cross over, at the Falls, and <sup>took</sup> ~~take~~ a peep, at some new coal mines, just opening, where some very fine specimens, of coal, were obtained. We started back, about half past eleven, o'clock, but found the ice so thick, that we were obliged to stop at James McComas landing, and nail plank, on the bow, to prevent damage, to the boat. We left that landing, at half past one, and arrived safely, at Guyandotte, just at night, without further accident.

As we arrived at the Dusenberry Lock, the star spangled banner was run up, to the top of a liberty pole, and Bloomingdale



5- 9  
artillery paraded on the bank, and in tones of thunder, pealed forth the triumph of the Little Lindsey, which was responded to by the shrill whistle, and three cheers from the passengers standing in a row, on the hurricane deck. At Barboursville a large crowd of the citizens had collected on the brow of a high bluff to welcome our return; and they not only cheered the boat, but also the candidates they saw aboard.

When some of the leaning trees are cut off the points and bends, the Lindsey will be able to make the trip to the Falls, and return, in one day, and do all the business; and, as that job has to be done some time, it might as well be done at once; and while she has as courteous and accomodating officers as those who had charge of her during this trip she will be a popular craft on the Ohio or Guyandotte: "Long may she wave".

(Stop here)

Feb. 2, 1855:

"A writer in the last Pt. Pleasant Republican urges the importance of a mail route from that place through Mercer's Bottom, to Guyandotte, Barboursville, or Mud Bridge". People advised to get up a petition for it.

AMERICAN HOUSE: WM. B. SLOAN, PROPRIETOR.

Side of the Public Square, near the Steamboat Landing,  
Gallipolis, Ohio.

Editorial, Friday, February 23d, 1855.

GUYANDOTTE NAVIGATION COMPANY.

(Copy this)

The Directors of this company met last Wednesday and let the contract for repairing the breah around the new pier at the Falls

put in last summer by Colonel Webb, to Messrs. Adam, Carter, Dietz & Co. whose practical knowledge of such works is a guarantee that it will be done in a more substantial manner than ever before. The company has been unfortunate in the construction of the work at the Falls. Once it has been built, and once it has been rebuilt, at great expense; but now, has to be repaired at a cost of \$10,000.00. It is to be hoped, however, that the new Contractors will make it stand, as the prosperity of the country depends much upon the early completion of this improvement".

#### MAJOR ADRIAN.

This little steamer has changed hands, Charlie Chapdie<sup>u</sup> becoming the owner. He will we believe run her up the Guyandotte River. We hope Captain Chapdie<sup>u</sup> will make it pay. ✓

A revival of religion is, at this time, progressing in the M.E.Church, South, at this place. Much interest is felt in the cause of religion, and many are being added to the church".

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#### A CHANGE.

*Stop here*

The Herald office has undergone a change in its conductors, Captain Wheeler being succeeded by Mr. J.W. La Cock, of Portsmouth, O., but formerly of Wheeling, ~~W~~ Va. a young gentleman whose acquaintance we have long enjoyed". &c.

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News of war in Russia with Turks, English, &c.

- - - - -

Harold writes often on Temperance. He favors prohibition by law. Says he has been around Guyandotte twenty-five years, occasionally. Less drinking now than previous, nine tenths of the

7  
drunks coming from elsewhere; yet much drinking.

-----  
John Hall, of Mason County, refuses again, to be a candidate for State senate. Salary lower than his own business.

Accts. 1852-3 show large number of local enterprises.

Col. Beale spoke at the Town Hall last Tuesday.

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March, 1853. Wm.B.Shirvin, Agent for Hollister & Curtis, Marble manufacturers, Marietta, here. Much business done here with this firm.

-----  
William Hite sued the Steamboat "City of Wheeling".

McKendree House,

Ft. St. Barboursville, Va.

McKendree & Bloom.

Ashland Store,

P. H. McCullough & Co.

"Having just returned from Eastern cities, &c".

March 2, 1852: Godey's Lady's Book

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Who was Erin Virginia, Science Hall?

Feb.18, 1855. Captain Wheeler left the Herald, and Mr. La Cock succeeded him. He leaves to collect debts.

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J.W. La Cock in his salutatory, favors C & O. Railroad and Guyan River. He is a native Virginian, but has been away.

The Richmond Dispatch conversed "yesterday with a man from Guyandotte who came by the shortest, practicable route, by way of Cincinnati, made a two day trip west by boat.

Only tri-weekly stages from Guyandotte, but "the roads in such a horrid condition that people rarely think of coming to Virginia, in any other way than through Ohio", (Via Columbus).

The editor pleads for men in the Legislature who will vote for appropriations of Gov. & Ohio R.R. &c. and dependable men.

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#### MEETING AT THE TOWN HALL.

Hon. J.M.H.Beale spoke; also Isaac Ong. Mr.Beale was a candidate for Congress in this, the 11th District; that he had represented this District before and thought he had done it correctly. Many years ago, in Andrew Jackson's time he had represented the Tenth Legion District". He did not belong to the "Know Nothing Party", nor any other secret organization.

The Big Sandy News "expired" Feb.15, 1855.

February, 1855, at Court, Percival S. Smith sues George W. Gross, Debt. Gross's whereabouts not known.

#### REVIVAL NOTICE.

" The protracted meeting which was held at the M.E.Church, South, in Guyandotte, Virginia, commencing on the night of the 16th (Feb.?) and closing on the 23d ultimo was one of the deepest interest we have ever witnessed". "We were aided by several members of the other branch of the great Methodist family, and God blessed them in their labor of love".

"Brother Russell and Brother Scott our two resident local preachers, rendered regular and efficient service". "We also had the ministerial aid of Brothers McFarland, Shearer, Sullivan, and McComas; but the last named, whom the young folks here call "Uncle Billy" is the man of war. By his untiring energies and faithful labors for ten days and nights, he has doubly endeared himself to the rising generation who have risen around him". The result of the meeting, including two who joined since its close, is twenty-nine accessions and twenty-three conversions.

(Signed) S. Hargiss.

Guyandotte March 3d, 1855.

To Harold:

For one, I am grateful to see you take up the subject of Temperance and examine it upon its own merits, without condescending to personalities".

First Legislative Amendment.

"That is to require the Justices of the County to be all present, or summoned for that purpose on an application for an ordinary license, as it now does, to grant license to store keepers or grocers to retail liquor to be carried off. At present there is not an instance in the County of a licensed store keeper to retail liquor, because a majority of the Justices are opposed to it. Whereas, there are probably twenty licensed ordinances although there is the same majority of the Justices opposed to granting them license. But, under the strange provisions of the law, a Court of three Justices may, and often do, give this

10.  
14  
authority; in fact, seldom refuse, &c"

(Signed) Felix.

March 9, 1855. Died, on the 11th ult. West Peyton, infant son of Dr. J. W. and Mrs. Nancy Peyton, aged six months. (N.C. Delta, please copy).  
- - - - -

"While in Barboursville the other day we took occasion to examine the work of our good friend, Duffin, on the Cov. & Ohio R.R., near that place. The deep cut is a very heavy work, having to cut through the solid rock to the depth of 40 feet or 50 feet for the distance of 700 yards. We were informed that Mr. Duffin was still prosecuting the work, though with but a small force.

There is but little prospect of a re-newal of the work along the line, short of twelve months or two years without an extra session of the Legislature be held soon after the coming election, which is thought by some, will be the case; and if it is there will, most assuredly, be means provided for the prosecution of this work on this important thoroughfare".  
- - - - -

A man by the name of McCune committed to jail in Barboursville for theft; an inebriate.  
- - - - -

Henry Clinton Gibson, (Barber) cleared, by Court, of some charge. No proof.

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--- --- --- (Copy this)

ARRIVAL OF THE R.H.LINDSEY.

Captain Shelton, last Monday. Been up Guyan two to three weeks, lying waiting for Ohio River to again become navigable, and getting repairs. Fog here Tuesday. But she left Wednesday

11. 15  
morning for Gallipolis, but returned Wednesday night with much freight.

*Stop here)*

March 9, 1855. David Miller ad. for 356 acre farm on Fudge<sup>8</sup>s Creek.

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March 30, 1855. Harold answers Felix, et al. Says calling of Justices for ordinary application would cost \$60.00. Advises law making action of May term binding all the year Democratic, at least. Now, eighteen Justices may oppose; but later, two may grant ordinary license.

- - - - -

April 6, 1855. A long editorial advises people that Major Whitney, our fellow townsman, is at Urbana, Ill, as Agent for lands. If people must go west, Illinois is good land, &c."

- - - - -

#### LAND WARRANTS.

Commissioner of Pensions not prepared to issue Warrants (Mexican war). "The plates are yet to be finished; the blank warrants printed; the clerical force to be completed; and other preparations to be made".

Act for Mexican war passed Sept.28, 1850. First warrant issued Jan.11, 1851, more than three months after the Act was passed. We presume it will take as long to get the NEW warrants ready. (This referred to the new Land Bounty Bill).

- - - - -

Dec.15, 1855. TEMPERANCE RALLY.

Torch light procession. Temperance address by Rev.Hargess at M.E. Church to-morrow night.

Harold, Cincinnatus, Robert, &c. write often. From Science Hill come poems quite often.



Jan.5, 1855: LOVE POEM FROM "INTER NOS".

- - - - -

April 13, 1855.

The Daily Morning Herald, first number, announced, Philips & Dumas, Eds. First number bearing this date.

- - - - -

#### NEW FLOURING MILL.

This building is progressing rapidly under the direction of Mr. McNair, and will be ready for operation by harvest. Part of the machinery has already been received. This will be one of the most beneficial, as well as profitable improvements our town has.

- - - - -

The work on the suspension bridge across the Guyandotte, is again going forward.

*(Copy this with Lindsey)*

The R.H.Lindsey has been thoroughly renovated, having her whole appearance changed". Regular trips, Portsmouth and Pomeroy Captain, Whit Smith. (Jan 5, 1855)

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Steamers Pittsburgh and Buckeye State bring Cincinnati papers. Thanks.

- - - - -

#### PETER WHITE'S MARRIAGE.

Says Peter: "Oh, demme, I am caught at last. The dear, sweet creature holds me fast. 'Twas not in vain I climbed Poor's Hill. But to tell her "I will. I will".

THE R. H. LINDSEY.

*Copy this with Lindsey*

This boat has again changed hands, and now is owned by Colonel H.L.Webb. She will continue in the Portsmouth and Pomeroy trade, and will leave here as soon as she can be



repainted and filled up. Whit Smith will command her.

(Sloop)

B

Notes from Official  
Reports to Board of Public Works  
of Virginia on the Guyandotte  
Navigation Company.

Act of Incorporation  
Passed March 16, 1849.

Boats in Guyandotte to be  
opened under the direction of  
John W. Hill, Percival S. Smith,  
Henry H. Miller, Nathaniel S. Adams,  
Alfred M. Whitney, and James  
Emmons, or any one or more  
of them;

At Barboursville, under the  
direction of Wm. C. Miller, John  
G. Miller, Irvine Lusher, John  
L. Keller, Sampson Sanders, Solomon  
Thornburg, John Samuels, Geo. F.  
Miller, and Robert McKendree  
or any one or more of them;

At Chapmansville, in the  
County of Logan, under the di-  
rection of Edward Chapman,  
Joshua Butcher, Elias Adkins,  
Henry Curly, Peter Dingess, Britton  
S. Stone, William Toney, John Fry

10.

and Burwell S. Chapman, or any<sup>19</sup>  
one or more of them;

At Logan Court House, under  
the direction of Mr. Hugh Bryan,  
Anthony Lawson, Evermont Ward,  
William Straton, Isaac S. Samuels,  
James Lawson, Evan Ellis, John  
Lempsey, Joseph Lempsey, and  
Ulysses Hinchman, or any  
one or more of them, and  
at such other places, and  
under the direction of such  
persons, as any one or more  
of the persons herein named  
shall appoint for receiving  
subscriptions to the amount  
of seventy-five thousand dollars,  
in shares of fifty dollars each,  
to constitute a joint capital  
stock, for improving the nav-  
igation of the Guyandotte river  
by slackwater from its mouth  
in the county of Cabell, to  
Logan Court House, and as  
far above that point as may be  
deemed practicable, either by

20

slackwater navigation or any other mode of improvement.

It was further provided that as soon as four hundred shares shall have been subscribed "The subscribers, their executors, etc.", are to be incorporated ~~under~~ by the name and style of "The Guyandotte Navigation Company" which was authorized to acquire land not exceeding five acres, at any one place for the abutment of a dam or the erection of toll houses or other fixtures; and of such materials as may be necessary for the purposes of the company herein incorporated.

The company was ~~two~~ to furnish two fifths of the capital, and the state three fifths, the state to pay in proportion to the amount subscribed or secured by the stock holders.

The company was authorized to collect tolls

12

21

subject to the approval of the Board of Public Works, and may from time to time, be regulated by them, or by the General Assembly.

Tollgatherers were only permitted to collect such fees as were authorized, and ~~they~~ <sup>the company</sup> were penalized the company, and the person evading the payment of said Tolls were penalized for violations.

The work was to commence within five years, and be ~~finished~~ <sup>completed</sup> within ten years, and in case the company failed to do so all its rights to navigation and Tolls were to cease.

The company was authorized within certain limits to borrow money on the credit of the State — up to the limits of the State's subscriptions as by law.

On Sept. 11, 1850, Charles L. Roffe, as proxy for the State, made the first report. The private stockholders of New York, had appointed Col. Cyrus Moore as Superintendent and George McDaniel of Maine, as engineer. These gentlemen arrived at Guyandotte about the 20th of June, <sup>1850</sup>, and at once commenced operations. At a meeting of the Board on July 12, 1850, held in the town of Guyandotte, they were chosen by the Board as superintendent and engineer, and continued to carry on the works.

Four of these dams were started about the same time, namely,

No 1, about <sup>opposite</sup> where the Nickel Plant now stands, the one at Humbery Ham, the one at Salt Rock, and the one at the Old Falls, about two miles above the present town of West Hamlin.



Mr. Roffe stated that it was expected that if water and weather were favorable, the first lock and dam would be completed by the 15<sup>th</sup> of November and that there would be a sufficient depth of water at all times to admit of the passage of boats and rafts into the Ohio River. "At this point, nearly or quite all the material for the lock and dam are on the ground, the foundations for the lock and piers dug out, and in a few days, the workmen will commence laying the bed timbers for the lock, piers, and dam."

The second dam was at Husenbury's mill. (late Sauder's), at which it was recommended to raise the dam four feet. On examination, it was found impossible to make the work permanent, as it was

giving way in several places, hence, it was thought advisable to make the lock and dam all entirely new. Nearly all the materials were on the ground, and the work was in a rapid state of completion. The dams at Salt Rock and the Old Falls were also expected to be finished soon.

The engineer decided to enlarge the locks to 130 feet in length, and twenty-six feet in breadth. To admit the passage of small steamboats, which would answer the wants of small steamboats much better than having to rely alone on horsepower or manual labor for the transportation of merchandise up and down the river,



Report of C. L. Roffe, Proxy  
for the State.

The Private stockholders of New York employed Col. Cyrus Moore, as Superintendent, and George McDaniel of Maine as Engineer. They arrived at Guyandotte, about June 20th, 1850, and at once commenced operations.

The Board met July 12th, (1850)  
Lock 1, about  $1\frac{1}{4}$  mi. from mouth of the river, and from this lock, it is believed there will be a sufficient depth of water to permit of the passage of boats and rafts into the Ohio River.

Nearly all the material for Lock No. one on the ground.

"The foundation for the lock and piers dug out, and in a few days the workman will commence laying the bed timbers of the lock, piers, and dam."

Should be completed by Nov. 15th or 20th (1850)

provided water <sup>etc.</sup> and weather <sup>is</sup> are favorable.

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The 2nd lock and dam at Lusenberry's mill (late Saunders), "at which it was recommended to raise four feet.

On examination, this was found ~~impossible~~ to be unsafe to raise it four feet, as it was giving way in several places, and impossible to make permanent, therefore should all be made entirely new. All materials on the ground, lock and dam commenced and in rapid state of completion. This should be completed this fall.

Two locks and dams under way:

One at Salt Rock

The other at the old falls.

Materials on the spot & these will be completed about same time as the others.

Such locks would admit the passage of small steam boats - and this is better

"than relying on <sup>23,</sup> horse power or <sup>27</sup> manual labor for the transportation of merchandise,<sup>4</sup> besides it will do away with the necessity of constructing a tow-path from Guyandotte to Logan Court House, which was estimated to cost \$2,280.

When completed small steamboats ~~can~~ can go up the river 30 to 35 miles.

Dec. 8, 1852.

C. L. Roffe, President of the Guyandotte Navigation Co. made this report.

He states that no work has been done, in the past year, toward completing the works now under way. "With the exception of a small repair which was found necessary to be done at Lock No. 3, (

) in order to prevent the stream pier from settling. The pier was built on a gravel foundation without any protection to prevent its giving way. This commenced washing out in the winter, under the outside of the stream pier, During the summer, a wash eight or nine feet deep, caused the pier to settle on the outside throwing it out of plumb some ten or twelve inches. This was repaired, at a cost of about \$300. A small pier of cob work about 12 feet wide, 12 feet deep, and 70 feet long, was built up with round timber loaded with stone and piled

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with three-inch <sup>oak</sup> plank 18 feet long,  
driven to the ledge, and covered  
over with the same kind, which  
will effectually prevent any further  
or damage to the lock.

The company had on hands  
considerable timber and plank,  
which if not used within a  
year, would be useless.

All debts will be paid  
from installments due from  
the stockholders and the State.

Mr. Roffe was quite opti-  
mistic as to the future trade  
from the Guyandotte valley.  
He said:

"The trade of the Guyan-  
dotte valley would rapidly  
increase, if this improvement  
was completed. The banks of  
the river would soon become  
lined with an industrious  
and enterprising class of people,  
the coal business would soon  
become developed; and from  
the great extent of the Ohio  
and Mississippi valleys, which  
would, in all probability receive  
their main supply from the  
Guyandotte valley, being much  
nearer market, and the coal

26.

being of a very superior quality,<sup>30</sup>  
we may expect its continued  
and rapid increase. In fact,  
it is no great stretch of im-  
agination to look forward  
to a period when the tolls  
from coal alone, at a low  
rate, would pay interest on  
the cost of the works. We  
might also look forward  
to the time when another  
great source will be the  
iron trade, as we have every  
reason to believe the hills  
along the Guyandotte abound  
in rich veins of iron ore  
and limestone, and an abun-  
dant supply of salt water  
can be had at a moder-  
ate expense, and of good  
quality, besides the superior  
and abundant forests of  
timber, which are found on  
the waters of the Guyandotte  
from its mouth to its head  
all of which must find a  
market below, and consequently  
an outlet through this im-  
provement.



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In view of all these facts, and the many other advantages that must inevitably result to individuals, as well as the state it is to be hoped that means may be furnished at once, sufficient to complete the works so far as commenced."

[Mr. Roffe wrote from his home, Ashland, Virginia, This was the post office, at Huserberry's dam now at the home of Mr. Joe Mays.]

Mr. Roffe's prophecies have more than come true, but not entirely as he predicted. The coal trade did not become important until after the building of the Guyan Valley Railroad in 1900. The dream of salt, iron, and limestone has never materialized. No doubt there are plenty of all of them in the valley, but they can be produced cheaper elsewhere. However, immense quantities of timber have been floated out

and taken to the mills around <sup>20.</sup> <sup>32</sup>  
Guyandotte and, at a later  
date, to those of Huntington.



Henry L. Webb, President  
John W. Hile, Secretary.

"The Guyandotte Nav. Co. resumed their work on the Guyandotte river in the Spring of 1853, under the <sup>Indendence</sup> ~~Supervision~~ of Henry L. Webb.

Lock and Dam No. 1 —  $\frac{3}{4}$  mi up the Guyandotte. A partially built lock had been put in on the East side of the river. The woodwork of the piers each side and forming lock had been built up of round timber and enough of stone put in to prevent their removal by high water. The bottom of the lock had been finished. The work at this place has been completed and the lock in use for more than one year. After we had received the work from the contractor, we built a pier or hip directly below and adjoining the dam, and a pier above and adjoining

ing the lock, running diagonally into the shore, a hundred and thirty feet long; drove spiking in front, four inches in thickness, tongued and grooved. This we did to prevent the river washing around the shore pier; also to prevent the earth and sand washing down behind the shore gait, and which prevented its opening. The height of the dam is fourteen feet. This work is well put in, and we consider it permanent. It, at this time, requires some repairs, which we are having done."

"Lock and dam No 2 is at the mouth of Mud river near Barboursville. We put in an entire new lock and dam. At this point, no work had been commenced. It has been finished and in use for the last year. This dam is fifteen feet high, and flows four feet of water clear to the mitre sill, into

Lock No. 3, at Husenberry's mill,  
This work is well done. Mr.  
Fisk, principal engineer of  
the State, has seen both No. 1  
and 2.

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Lock and Dam No. 3 is located  
at Husenberry's mill, the only  
one on the river, which has  
been finished. We found the  
work in a very dangerous  
condition. The river pier  
forming the lock had been  
built on sandstone and  
gravel. The action of the  
water falling over the dam,  
had washed out the founda-  
tion to a very great  
depth. The stone had washed  
out of the pier, which had  
sunk and careened over,  
and was in danger of  
falling. We repaired this  
work, causing to be erected  
a pier, outside and against  
the old one, eighty feet  
long, twelve feet wide, filled  
with stone, and covered it  
with timber, and refilled  
the old pier with stone.

We also put up a shore pier just above and adjoining the lock, one hundred and twenty-six feet long, of timber, and filled it with stone. The last piece of work has become absolutely necessary, as the earth from the shore had washed in, at the head of the lock, so that no boat or raft could enter it. We were compelled to draw off the water and remove the sand and earth that had accumulated, at great expense. The stone for all the work was quarried on the east side of the river, and boated over, which added much to the cost of these repairs. This dam is fifteen feet high.

#### Lock and Dam No. 4 -

At the mouth of Smith's creek, six miles above lock and dam No. 3. This is an entire new work, which we completed and have had in use about a year. The work is well done and will prove permanent.

The lock is eleven feet high and flows back nine feet of water against the lock and dam No. 5, at Salt Rock.

### Lock and Dam No. 5-

At Salt Rock about six miles above No. 4. This work had been nearly finished in the year 1851, when it washed around on the west side. All that we found standing was the piers each side and forming the lock. — Both much injured and the lower end of one undermined, and nearly destroyed; the inside of the lock only partly planked; the gates, castings, and irons, all washed away and lost; the dam from the river pier to the east shore remaining, but all the water of the river passing on the west side of the old lock. This break carried away the shore, more than a hundred and twenty-five feet, and washed out the bed of the river, to a depth

34. 38  
of from twenty-three to twenty-five feet. This place was difficult to repair, and could only be done at great expense and cost; we have had it repaired, completed and in use for a year. We have made additional repairs, by putting in a hip or shoulder below and adjoining the dam, and puddling above with gravel, stone, and clay. We found it would be necessary to raise this dam three feet to throw sufficient water into the lock at the falls. This work is now pulling on, and we are making some other repairs. All will be done in a few days. We think this work is now secure. The dam will be, when finished, sixteen feet high from the bottom of the river, with nine feet of <sup>back</sup> water against it from dam No. 4, at Smith's Creek, making the fall over the dam, to the surface of the water below, seven feet.



Lock and dam No. 6 - At the falls of the river, thirty miles from the Ohio river, and about seven miles above No. 5, at Salt Rock. At this place a lock had been put in the channel of the river, and completed, and a pier built from the lock on the east side, to the shore, but no dam had been built from the lock to the west shore, presuming from what we could see and learn, that the work had been <sup>well and</sup> faithfully done.

We had a dam built from the lock to the west shore, eight feet high, before the dam was planked and finished; and at a time the water was not pouring over, the water undermined the river pier farthest from the shore, and destroyed the lock, shore pier and about one-half the piers, on each side, which formed the lock, both upper gates, all the iron and castings, and carried away a portion of the shore and bank of the river.



36- 40

We immediately put in a shore pier, to stop the water from further abrading the bank of the river during the winter months. It had the desired effect, and in the spring we found we could not let the work to be done by contract for less than twenty thousand dollars. We ordered it done by day's work. We found the break very formidable. The entire upper part of the lock and both piers had sunk down to the solid rock, a distance from the surface of the water twenty-three feet. This made it necessary to increase the length of the lock eighteen feet and build a firm foundation, from the bottom of the river to the surface of the water of stone, on which to rebuild the bottom of the lock. We put in a pier from the rock on the inside of the lock across and above the old ~~lock~~ work, forty feet broad, at the base, and twenty at the top, eighteen feet above the

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surface of the water, three hundred and fifty feet in length, carried well into the east shore. We had the work nearly completed in December last, at which time during the temporary absence of the superintendent, the person in charge closed the gates; a sudden rise came and washed under the pier near the shore, where a large tree or saw log had been left and built on without our knowledge. All the work we had put in except the pier near the shore, remained uninjured. Then again was our work stopped. The winter prevented our repairing the breach at once. In the spring, the board of directors decided to have the repairs made by contract - the contractor to guarantee the permanency of the work - the work to put in under our direction and superintendence. The work was let for ten thousand dollars, and guaranteed. It has progressed rather slowly,

38.  
owing to the great rains, but<sup>42</sup>  
is now nearly in a state to  
pass boats, rafts, &c. A very  
short time will complete it.  
The present contractors are  
to finish and complete all  
the unfinished work at this  
lock and dam, besides re-  
pairing the breach. The work  
that is now being put in  
is the best on the river  
and will prove safe and  
permanent.

The completion of this  
work is of immense im-  
portance. It flows the  
water back to Laurel Hill  
Shoals, a distance of twelve  
miles, opening to market one  
of the richest coal fields in  
the great west. The hills on  
each side of the river, for  
the whole distance have five  
distinct veins or seams of  
the best quality of coal  
measuring from five and a  
half to eleven and a half  
feet in thickness. Many of  
these veins are now opened,  
and some coal loaded

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in boats, ready to ship. Some barges have been built, and many boats are being built, and preparations have been made to load and send to market all the coal for which boats and barges can be procured to ship it.

If these works prove permanent, as we have every reason to think they will, the shipment of coal will pay a good dividend, on the amount of capital invested in making this improvement. Immense quantities of timber for the Cincinnati and Louisville markets will also be sent out, besides the other products of the country."

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The Guyandotte Navigation Company.  
Report for Oct. 1, 1856, from Guyandotte,  
Henry L. Webb was President.  
George W. Mason, Secretary. (Oct. 1, 1856)

Previous report was made  
Oct. 9, 1855. Since which "The works  
have been thoroughly repaired and  
strengthened. Lock and dam at the  
falls of the Guyandotte nearly com-  
pleted, and are in a situation  
to be used, but have not yet  
been accepted. They are ready  
for business as soon as the water  
in the Guyandotte and Ohio rises  
a little. Large quantities of coal and  
timber as well as produce can  
be shipped to Cincinnati and  
Louisville, <sup>and other markets.</sup> as well as produce  
from Cabell and Logan counties.  
Debts due contractors and for  
officers' salaries amount to about  
\$7000, and must be provided for  
by additional subscription to the  
capital stock of the company.  
This will be all that will be  
required, for the Tolls will not  
only keep up the works, but  
will pay officer's salaries, and  
a dividend on the capital  
invested.



Very little rain has fallen since my last report. It has been the driest season ever known since the settlement of the country, consequently all the rivers are very low.

The Total length of the improvement is forty-five miles, all finished, at an average cost of \$3555, 55. Repairs were made by laborers working under the direction of the Superintendent.

By order of the board of directors

To the Board of Public Works.

#### List of Officers

Henry L. Webb, no salary as President, but \$12 as Superintendent  
Directors

Henry J. Samuels

Thomas Thornburg

George C. Rickells

Albert Laidley

Mr. A. M. McCorkle

Their pay was \$3<sup>00</sup> per day when on duty, and mileage of five cents per mile.

The Secretary received \$4<sup>00</sup> per day, in attendance on the board, and \$75 per annum as bookkeeper.

The Secretary's report showed that the Capital stock was increased to \$200000, and that the Tolls received up to September 30, 1856, amounted to \$957.28. A Total of \$17000 had been expended on Lock No 2, at Barboursville, and \$16093, at Lock No. 4, at Smith Creek. Over \$45000 had been expended in repairs.



Henry L. Webb, President.

"In my last report, made one year ago, I stated the works were nearly finished, and in daily use."

Remained so until river was closed by extreme cold weather.

Heavy rains in spring, breaking up of ice, much timber and drift wood, "injured some of the upper works of the piers, and caused some other damage."

"We have had made and put up seven new gates, and made other extensive repairs."

By my last report, indebtedness = about \$7000. \$3000 paid by stockholders by subscription to capital stock.

About \$6000 yet due.

We depend to pay our debts on amt. from State & Tolls.

"The permanency of the works, we think, is established beyond a doubt."

Business prospects good.

"The Guyandolle and Cincinnati mining and manufacturing company have shipped

some coal, and are making very extensive ~~improvements~~ arrangements to ship largely the coming season. Other companies are being organized. Two small steamers ply regularly on the river, which together with the timber and produce business, will insure a very large increased amount to be received for Tolls."

(For finances see Secd's report)

Report for Oct. 1, 1859

Granville Parker made the report to the Board of Public Works for the year ending Oct. 1, 1859. - or rather ending Sept. 30, 1859. He was appointed Supt. of the works, for Oct. 1, 1858, and "having been previously elected was qualified president of the board in August last." On that day a committee was appointed to examine the books of the company. Mr. Samuels (Henry J.?) ~~was~~ had previously been appointed Secretary and Clerk, "to make out a correct and satisfactory statement, as indicated in your circular, under Letter A," until the Committee reports.

(Here follows a typewritten copy of the report.)

46.

# List of Stockholders

June 20, 1860

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June 20, 1860, by request,  
The Company furnished the Board  
of Public Works, a complete list  
of stockholders from the begin-  
ning in 1850<sup>50</sup>. This shows that  
five men had furnished all  
the private capital. A summary  
of their investment shows that

Edgar J. Barlow had paid \*  
\$12,800, Henry L. Cotheal, Jr.,  
Randolph Martin, Henry Cotheal, and  
Lyman Hemmison the same  
amount, and Henry McFarlow,  
\$20,000, a total of \$71,200.

The State's quota was \$106,800.  
Of this, it had paid \$103,500,  
thus being \$3,300 in arrears.

At this time, Henry McFarlow  
was President. In concluding  
their report, <sup>Guyville Parker</sup> ~~he~~ said he could  
not conceive how the express  
purpose of improving the Guyan-  
otte Navigation Co., etc., could  
be accomplished "without re-con-  
structing any portions heavy  
floods might carry away while  
building"

\* Paid ~~in~~ in small amounts  
from 1850 on.

and that he was keeping those portions below "until the whole contemplated improvement should be completed otherwise the putting in of new ——— above while those below were impassable would be throwing money away!" Unless the finished portions below can support themselves, it would be no improvement at all, but rather a detriment. "It does not appear from our books that subscriptions heretofore made were applied to construction, except the repairs made since I took charge, Oct. 1, 1858."

"Since I saw you, I have engaged reliable men who worked on the works, at the time, the breaks occurred during the construction and none after completion. That statement, therefore, in our last annual report that \$38888.89 had been applied for repairs was erroneous and not supported, except so far as stated, in our last, and much of that was for new construction, by the books except as they now appear. It was a mistake of the Clerk

and should have been placed in the construction account as in former reports. The old indebtedness ~~of which I have paid~~, including the \$1000 for damage which arose from construction years ago, of which I have paid since I took charge, in Oct., 58, \$3170.50, arose plainly from this source. Be kind enough to drop me a line when the board decides. Mr. regards to Dr. K. Berg(?)

Respectfully and truly yours,  
Granville Parker



Oct. 15, 1860

Granvill Parker, Pres  
O. Moore, Sec. Pro.-Tem.

During year ending Sept. 30, 1860,  
there has been rec'd into The  
treasury, from all sources \$7831.86  
Tolls prior to Sept. 30, 1859, \$1384.59  
Tolls during year, \$2242.47

The works are now in very good  
repair. All breaks repaired.

The accruing Tolls will more  
than pay current expenses, and  
keep the work in repair, if  
used for that purpose.

But legal process has here-  
before caused the tolls to be  
used to pay old debts; and  
unless paid, they will likely  
continue to do so.

We have been much embar-  
rassed by this course.

"For a list of the private  
stock holders, we beg leave to  
refer you to the list our Pres-  
ident furnished your board  
12th June last" - June 12, 1860.

No. of locks, dams, officers  
and their compensation, same  
as in last Annual report.



Total tolls to October, 1860, \$7481.05  
Total cost to Oct. 1, 1858, \$171072.26  
Land damage - - \$4106.53  
Lock keepers' wages \$1423.20  
Salaries since Oct. 1, 1858, \$1671.61

## Locks and Dams.

March 18, 1851.

The sites selected for the locks and dams have on one side of the stream a sand bank, with an intermixture of marl, or clay; and on the other a rock or ledge, affording a perfectly secure abutment for one end of the dam. In every instance the lock is located on the weaker, or more exposed side of the stream, and secured by substantial piers with sheet piling extending into the bank to a greater, or less extent.

With these preliminary remarks, I beg leave to avail myself of an extract from the able report of Col. Charles B. Shaw, submitted to the Board of Public Works in October, last, in relation to the works in question.

"The system of improvement proposed by Mr. Gill contemplated stone locks one hundred feet long between the gates and twenty feet wide, with a lift of eight feet; such locks in favorable localities could be built for this estimate, which is \$800.00 for the foot lift. The best materials on the Guyandotte for many miles from its mouth is a friable sand stone, easy to work, and consequently, not very durable.

"On organizing for action, it became evident to the Directors of this company that locks of that small size would be insufficient for the passage of coal barges suitable for freighting coal to Cincinnati; the Pittsburg boats being from 120 to 140 feet long, and carrying from eight to ten thousand bushels

"The necessity for larger locks, the scarcity of good building stone, and the abundance of oak timber of excellent quality, induced them to substitute larger locks of wood. The form and construction of these I will presently describe.

"The dams were probably such as were contemplated by Mr. Gill some of them only being higher, with a view to reduce the number. They are substantial crib dams, the range timbers and ties being sound, white oak, 16 in. in diameter at the small end; ties of the same large dimensions at every six feet; the whole well framed together and secured with tree nails and iron bolts. The sheeting is of three inch oak plank with tight water joints, and the cribs are compactly filled with large and small stone. On hard foundations the lower range timbers are bolted down to the rock beneath with one inch round iron bolts, running two feet into the rock, the lower ends of the bolts being split and wedged at the bottom to prevent their drawing. On soft foundations a range of bed timbers is placed at a suitable distance below the bottom; upon these is spiked a plank apron to receive the overfall of the dam. Sheet piling of three inch plank is driven in front of the apron to hard bottom, so as to prevent the under-mining of the dam on the lower side. On the upper side, whether the foundation be hard, or soft, the plank sheeting is driven down to hard ground, tongued and grooved. All the plank piling, above and below the dam, at the heads and tails of the locks and lock bottoms, aprons and lining of the chambers, are of three inch, oak plank, with the same description of water joints, and as far as progressed in, are substantially and well executed.

"The locks are one hundred and forty two feet long between the gates, and twenty-six feet wide. After excavation of the pits, lock-bottoms with heavy white oak bed timbers, are laid down, covered with three inch plank, and securely piled at the head and tail. Square, upright posts are tenoned into the bed timbers the entire length of the chambers, and to them is affixed the

plank the plank lining. Externally to these uprights is are heavy piers for their support. These piers are crib work of five tiers of range timbers, parallel to the axis of the lock, connected like the dams, with ties at every six feet. They are perpendicular next the lock chambers, for the purpose of supporting the upright posts, the latter being tree nailed to them. On the side next the river, they are perpendicular for five or six feet, and thence are battened to the top. The bottom thickness of these piers (or lock walls) is 20 feet; the top thickness 15 feet. They are filled like the dams with stone, and are to be coped with three inch plank, water tight. The thickness of these piers renders wings unnecessary on the river side; on the land side, wings of the same construction are extended into the bank and secured with water-tight sheet piling in such manner as to effectually prevent the water from cutting around them. All percolation of water, either under the dams or locks, or around their abutments or wings, seems to be provided against. The breast of the locks is a similar crib filled with stone and sheet piling, above. A hollow framed ~~the~~ chamber on a level with the upper side of the breast supports the mitre sill of the upper gates. This chamber is 9 feet wide, and extends across the breadth of the lock; it is well supported below on four rows of short, upright posts and communicates with the lock chambers. On the upper side, it is planked over, and makes one surface with the top of the breast wall.

"There are two cast-iron valves in this floor, next to the recess and above the mitre sill, size three by four feet. There are also three other valves in each leaf of the upper gates, making altogether, eight valves for filling the lock. The lower gates have but six valves; all these are turning valves, worked with wicket

rods and cranks. The hollow quoins are of wood. The quoin and toe posts and transoms, as well as all the materials for the wood work of these locks and dams being of the choicest, round, white oak, which is here abundant."

More particular information of the location and present condition of the works will now be given:

Lock and Dam No.1 are one mile and a quarter from the mouth of the river, with the lock on the east, or left hand bank, as you ascend the stream. The bottom of the lock rests upon a solid concrete foundation and is about on a level with the bottom of the channel of the Ohio River, at the mouth of the Guyandotte. This site was selected, both because the foundation at the mouth of the stream was found to be insecure, and because, if this difficulty could have been obviated, the cost of constructing a Lock and Dam at the mouth would probably have been double that of the expense of the same at the site selected. It is presumed there will be no difficulty in keeping open a channel of sufficient depth to enter the lock from the Ohio at all seasons, when there is sufficient water in the Guyandotte above for the purpose of navigation.

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GUYANDOTTE NAVIGATION COMPANY.

Proceedings.

At a meeting of the President and Directors of the Guyandotte Navigation Company, called by the President, held at his office in the town of Guyandotte on Monday, the 31st day of October 1853.

Present--Henry L. Webb, President; H.J.Samuels, Dr.G.C.Ricketts, Thomas Thornburg, Dr. A.M.McCorkle, directors.

On motion, the following report to the Board of Public Works was adopted, and ordered to be transmitted to them as the annual report of this Board:

The President and Directors of the Guyandotte Navigation Company beg leave to lay before the Board of Public Works their annual report and condition of the work under their control and the state of the finances of the year ending the 30th of Septemner, 1853. Owing to a suspension of nearly two years in carrying on the work, the business of the company was, on the 21st day of May, 1853 in a state of considerable uncertainty and derangement, at which time the private stock holders came forward and made a subscription of ten thousand dollars; and this Board made an entire change in the manner of constructing the locks and dams to be erected, and in finishing those under course of construction: in this, instead of doing the work by persons employed by the company, they let out the work in parcels, to private individuals. The work to be done, and the amount of compensation therefor and the names of contractors will be shown by the following table, viz:



Orrin Moore, contractor, for finishing Lock and Dam No.1, complete - - - - - \$ 8,500.00

Wm.C.Miller and Albert Moore, contractors, for

building Lock and Dam No.2, and for repairing  
and dompleting Lock and Dam No.5, or salt rock - 25,000.00

Carter, Derts & Co., contractors, for building

Lock and Dam No.4 - - - - - 15,500.00

Clark and Flowers, contractors, for building Lock

and Dam No.6 - - - - - 4,000.00

The company agreeing to furnish to the different contractors, the material that had heretofore been provided at the different locks and dams, and the castings for the locks not heretofore provided, in addition to the above sums.

Upon the resumption of the work, it was found that there was no money in the Treasury; - that the company owned about five thousand dollars worth of lumber and materials, to be used in the construction of the different locks and dams, which has been handed over to the different contractors, as above stated. The debts due, and owing by the company, including the salaries of officers, were between four thousand and five thousand dollars, which would about offset the amount of the value of the materials on hand, and would absorb the original capital stock; so that, on the resumption of the work on the 21st day of May last, a new account might be said to be assumed.

The amount of stock subscribed by the private stock-holders in May last, as well as that subscribed by the Board of Public Works, making in all, the sum of twenty-five thousand dollars



to the increased capital stock, has been all paid.

The stock holders on this day made a further subscription to the increased capital stock of the company, of twelve thousand five hundred dollars which when paid in, will, with the proportion al part of the State, pay off the contractors, complete the work as far as Laurel Shoals--a distance of about forty-five miles-- and leave the company free of debt.

The comeny will have as much work done for the fifty-three thousand dollars contracted for and the amount of materials, say of about five thousand dollars, making the aggregate sum of fifty-eight thousand dollars, as was done by the original expenditure of the original capital stock of \$75,000.00.

By the contracts, the contractors should have received monthly payments, upon estimates made by the Superintendent, deducting 15%, but in practice they have not received more than fifty per cent upon the work done.

No.1 Lock and Dam is nearly finished, and crafts, &c. are passed from time to time.

No.2 Lock and Dam is rapidly approaching completion and will be finished by the 15th of December next for the passage of crafts, &c.

No.3 Lock and dam was finished in 1851.

No.4 Lock and dam is in course of rapid construction and unless hindered by high water, will be completed by the 1st of January, next.

No.5 Lock and dam: This lock and dam has been repaired, and is now nearly fit for use.

No.6 Lock and dam: The lock at this location has been in use without without a dam for some two years, and a dam of eight

58. 61

feet has been raised this season, which flows the water some six miles further up the river, making in the aggregate, when all is completed, of some forty-five miles of navigable river. The work done this season has been of the most substantial kind, and of good material.

As the work has been in an unfinished state, the tolls have been irregular and light, the navigation having been obstructed. The amount received has been about two hundred dollars, and has been appropriated by the company, to the payment of its debts. A statement of finances is herewith exhibited, marked "A" and "B".

The prospects are, that from this time the stock of the company will rapidly increase in value. Already, coal mining has commenced, the coal to be ready for transportation as soon as the work will be able to pass it to market.

Examinations, lately made by competent persons, have revealed the existence of large quantities of good iron ore on the line of the improvement, which awaits facilities of transportation to secure its manufacture in its different forms in this section of the State.

All of which is respectfully submitted.

A copy--Teste,

John W. Hite, Sec'y.

List of Officers.

Henry L. Webb, President. Salary as such, waived by him

Henry L. Webb, general superintendent of the company's works,

At a salary of one hundred dollars per month while engaged.

G.C. Ricketts, H.J. Samuels, Thomas Thornburg, Albert Laidley and Dr. A.M. McCorkle, directors at a salary of \$3.00 per day

37  
62  
and 5 cents per mile traveling to, and from any meeting of this Board.

J. W. Hite, Clerk and Book-keeper, at a salary of four dollars per daywhile employed and attending upon this Board.

Henry H. Miller, Treasurer, one-half of one per centum on all monies received by him, and distributed.

A copy --Teste.

J. W. Hite, Sec'y.

# Big Sandy Navigation.

Proctorville, Ohio.

"I was employed on the towboat "Sea Lion", from late in 1905, until she was sold in 1917. We <sup>did</sup> done harbor work, in the Big Sandy, and Guyandotte Rivers, and towed timber to Cincinnati, Madison and Louisville, when the Big Sandy would have a raise, caused from the heavy rains up the valley. The current would be very swift, and the river would run full of logs. This made it lively for these harbor tow boats, that ~~that~~ worked around the mouth of this river, <sup>landing the hundreds of rafts that were floated out</sup> ~~it.~~ Each raft carried a crew of two men, and an oar was placed, on each end of the raft; and ~~the~~ <sup>were</sup> and these ~~was~~ used to pilot the raft. These men rode down this river, when the current was bad. They would sing, dance, and pick their banjoes. But when the mouth of the river was near, they expected a tow boat to catch their raft and land it for them. If the <sup>boats</sup> were all busy and they <sup>saw</sup> ~~seen~~ the big Ohio they was scared. <sup>After</sup> ~~not~~ <sup>running out of the Big Sandy like being shot out of a gun they would</sup> risk going out into the Ohio on a raft. So they would jump in to the river, and swim to the shore, and let the raft go. But after the raft run out, into the Ohio, one of the towboats would land <sup>it</sup> ~~them~~. We got five dollars, for every one we landed. After the run-out was over, the timber was ~~landed~~ made up into fleets, of ten or twelve strings long, four rafts wide, and this towed to the saw mills, down the river.

Before the railroad came into the Big Sandy Valley, things <sup>were</sup> ~~was~~ lively. And words cannot explain the immense business done at Catlettsburg, <sup>when</sup> ~~when~~ this river was at steam-boat stage, <sup>were</sup> ~~was~~ the bat wing boats <sup>packet boats</sup> as thick as flies, and the Ohio river <sup>unloaded</sup> immense cargoes of merchandise that was re-loaded

on the small boats, to be delivered as far up as Pikeville. The railroad has stopped the boats. <sup>because</sup> ~~Reasons~~ boats could only run, when the river was up., and the trains did not have to lay up for low water. But only a few towns have the advantage of the railroad, while every farm landing was cared for, by the boats.

Captain Robert Owens, one of the old time pilots, on the Big Sandy, cast his lot on this river, in 1878, on the steamboat "Favorite", bat wing packet boat. She was owned by Captain Marion Spurlock. He shipped as cabin boy, in this year 1878.

Bat wing boats on the Big Sandy was <sup>the</sup> Steamer "Favorite", "Jenny Osborne", "Sandy Valley". Stern wheels: Fleetwing, Fannie Freese, Tom Hackney. Double decked boats: Robert Price owned the L.T. Moore, Paintsville Packet Co. built the Frank Preston, and bought the <sup>Senoma</sup> ~~Sonoma~~, Captain John Hopkins built the Andy Hatcher, stern wheel boat, and the Vergie Ratcliff, bat wing; and he built the Lightwood.

"Captain Meeks built the Sipe Bays, Alka, and Josie Haskins, a stern wheel boat of ninety tons, Captain Reckard, and Bill Vaughan built the J.C. Hopkins, They bought the Virgie Ratcliff and ~~and~~ chartered the Argand. Captain Frank Freese owned the Fleetwing, and the Fannie Freese. Captain John Davis, who lives at Fullerton, Ky. and is now the only pilot that I know to be living, that piloted steamboats, on a river, where your nerves <sup>were</sup> ~~were~~ tried on runouts, with Sandy River, full of logs and staves. I have seen these boats coming out of this, like they "had been shot out of a cannon", <sup>o</sup> turning short bends, missing great limbs, hanging, over the river from huge trees, and finally, shooting out into the Ohio River, so fast they would be half a mile, below the wharf, before they

could stop.

There was great prosperity, in these times, at the mouth of Big Sandy. Towboats that worked, in Sandy, ~~was~~ <sup>were</sup> Cathefine Davis, Sea Lion, Crown Hill, J.O. Cole, Enquirer, Lena Leota, Kattie Mac, Mountain State, <sup>and</sup> <sup>A</sup> Buckeye Boy. It was a common sight to see Captain Bill Smiley, Captain Robert, <sup>Owens,</sup> ~~owners~~, Capt. Carl Mace, Jim Rose, John McGuire, Sandy Suiter, John Davis, Jim Kenedy, Sam Nigh, and Bill Ritchie, on the streets of Catlettsburg, looking after timber tows, for their boats. Captain Carl Mace, and Mont Goebel owned the M.B. Gobel, that turned over at the mouth of Sandy, and drowned two of the crew.

One packet boat, built at Catlettsburg, was the Joe Newman. There were many other steam, and gas boats, on the Big Sandy; but, today, many who live <sup>ing</sup> in that valley, have never seen a steam boat, on this beautiful river. ~~are~~ <sup>we</sup> hope for the locks, so packet boats can run the year around; then they will return again. Railroads will fight this improvement.

(Signed) Ellis C. Mace.

P.S. I believe you can pick ~~out~~ something good out of this piece

about Guyan. This river was just as rough as the Big Sandy. The old suspension bridge was built in 1852, and was removed and a new bridge built, in its place, in 1909. (?) While building the new bridge, a big log jam in the Guyandotte River broke, the C.C. <sup>ole</sup> Crane log boom, and the logs knocked down the bridge. The bridge men could have hung the span, in a few hours, <sup>They were</sup> ~~was~~ told of the danger, by the timber men, but refused their advice, and dropped the \$75,000.00 span, into the river.

Hope you can get something worth while out of what I have told you. I could give you the names of more steam boats if you need them.



# Rafting and Steamboat Navigation on the Guyandotte River.

( This is merely a collection  
of material for the above  
Chapter or Chapters, and must  
be re-written — F. B. L. )  
Dec. 1943

This is true of all my  
material. It must be grouped  
and divided before I can  
finish my chapters.

My chapter on the same  
subjects in my Hamlin school  
annual, the 1926 Llorrack,  
should be worked in with this.  
Also English's poem, "Rafting  
on the Guyandotte."

Interview with ~~By~~ Sam Bras,  
Jan. 7, 1942.

"Gunwales and Lumber for flat boats were first squared, and then sawed with whip saws. One man stood on top the other below a pit. The timber was first lined with a chalk line. It was smoothed with a plane. Square nails 6-8 inches. Four inches with heads on, secured at Ironton, Portsmouth, or Cincinnati. Blacksmiths made them, in emergencies. Boats didn't often sink.

Rafts had many lines. When they jammed, at Guyandotte, they broke cables  $1\frac{1}{2}$ " x 100 ft, and went out into the Ohio River.

Booms were a later development. Timber, then was branded on both ends, by special branding hammers. I used one made in the shape of a fish. It belonged to Goebel and Williams of Catlettsburg.

It was a penitentiary offence to saw off these brands.

However, many were stolen and taken up creeks and back waters, and kept a long time, and then brought out and sold, at mills. located at Guyandotte, Huntington and many towns down the Ohio river, as far as Jeffersonville, Indiana.

There was also a boom, at the mouth of Mud River.

If brands ~~were~~ were sawed off, the ends would show up. Both sides had tricks. Timber owners often sent men in skiffs, to go up the branches

Lauder and Marion Fry helped me raft. I bought a large acreage of timber of old Daniel Fry - 300 a.

My father and Uncle Tuck made shaved shingles, and sold them, at Barboursville. They got the timber on Toni's Creek.

Note By F. B. L.

After this various small boats plied the Guyandotte, until the flood of 1861 washed out the locks and put an end to regular steam boat navigation, and it has never been resumed, except periodically, as we shall see hereafter.

The dam at Hensenberrys was lowered and used for a mill. It was constructed of lumber, round logs, and stones. These made small islands, on which bushes and other vegetation grew.

Ben Swann had charge of Lock No. 3, for several years.

One of the steamboats sunk between Smith Creek and Salt Rock, about 1860, <sup>or 1861.</sup> Water washed out below them. The dam at Salt Rock wasn't damaged very much.

The rise of Sept. 1861, was the most disastrous of ever known.

Ben Swann said the water had a perpendicular depth of 30 ft., on Sept. 29th, 1861.

That was more than half a century ago, but since that time, millions of logs have brought down the river by rafts. Even to the present day (1926), it is no uncommon sight, for a hundred thousand logs to be massed about the mouth of the Guyandotte, all brought down by a single rise. Rafts continue to come down, but their number is gradually diminishing. The "old order changeth". The G. V. Railroad is hauling more and more logs, and it is a safe prediction that rafts and raftsmen will soon be seen no more.

Interview with ~~By~~ Bill Kahler,  
Guyandotte, W. Va.

Rafts from here were taken down the river to the Yellow Poplar Lumber Co., of Branton, to Leavanna, below Ripley, O.; to the Friedland Lumber Co., New Richmond, O.; <sup>and</sup> to Cole and Crane, at Cincinnati, Ohio; they had three large mills there; to New Boston; to the Howard Ship Yard, at Jeffersonville, Indiana.

Special rafts of long boat timber, went to the Howard Ship Yards.

The Ensign Co. had three mills here, and, later, they had one, at Twenty-eighth Street, and still later, one at each place.

Sam Knott ran a small mill, near the one run, by Tauber and Wilson, which was just above him.

The West Virginia Lumber Co. had a mill, between the C. & O. and Pat's Branch, above Guyandotte.



A man named Prentice built and run it, for the company.

The New York and West Virginia Lumber Co. built the Tub and Bucket factory, in Guyandotte.

They had a stave and lumber mill, six or seven miles, from Ana, on Cabell Creek, and made staves for oil barrels. Their seconds were brought to Guyandotte, for tubs and buckets.

Single rafts were put in fleets of 35 or 40 rafts — as much as "ten strings or more wide, and four or five rafts long.

The man, who acted as pilot, had to know the river. It was necessary to have six or eight men, to run a raft. They practically quit running them by hand, fifty years, or more ago. I haven't seen a log for five years. Steamboats were used later. These large rafts, or fleets had six or eight oars, on each ~~side~~ end, of the fleet.

They didn't work all at once, regularly. Sometimes they floated, for miles, without using an oar."

Frank Hersey told me that he piloted a steamboat from Four Mile, with coal, when the river had locks and dams. He lived and boarded with the Hites. Mr. Rex Hersey is his son.

*Rafting*

Vast forests of popular and other trees once covered large areas of this section. The early settlers cut it down put it into raves and drifted it down to Huntington, Barboursville, Cincinnati, and Louisville.

In the early Autumn after the rush of the farm work was over the pioneer settler began to cut down the forest trees and peel the bark away so the sun would dry them out. When the proper time came which was after the logs got dry enough to float and usually when the ground was slick and well frozen they slid them off the mountain sides and drifted them down the creeks to the river. They then bound them closely together with pole which were long and elastic. White oak and hickory were preferable. They used chain dogs to drive them down with and sometimes they used large nails or raft pins which were made out of wood. They made long oar blades out of poles then but after the saw mill came into use they used large wide planks fastened on the ends of the poles. It took two men to man a raft of timber. One was to station himself on the back end of the raft while the other stayed on the front end. They had hard work to get them around swift curves and if the logs ran into the bank the raves were torn apart and the men were likely to be drowned as well as all the logs would be destroyed. It took good men for rafting timber as the weather sometimes got very cold and it sometimes rained all the time and snowed. They had to man the rafts all night and all day. They would not tie the raves up then as they do now, and go out to a neighbors to stay all night, and get for a fresh start in the morning.

They usually had a little tent near the middle of the raft where they cooked and slept if they were lucky enough to have a double crew. They nailed some boards down on top of the logs near the middle of the raft after which they spread sand to the thickness of about seven or eight inches. They stood up poles

and spread some kind of cloth over them to turn the rain off. They could build a fire on the sand by which they could warm themselves. They usually took some frying pans ect with them in which they could cook their meals.

While the rafting hands were down the river they usually had to buy a great many things. These trips were looked forward to for many days and the folks back home expected new clothes and soforth.

After the logs were delivered then the men had to walk back home or come back in a boat. Nearly all the time they had to walk back. It usually took two or three days to get back home and they had to camp along the road as they could not find many people with which they could stay all night. The country was not so densely<sup>e</sup> settled then as now.

Push Boating, by Kyle Topping.

Boats came into use as a means of transportation just after the Civil War. They were very convenient in their day as they often saved trips on horse back down to the mouth of the Guyan River for the things the early settlers had to eat and wear as well. They had regular stops where they sold their stuff. The people could trade their chickens, hogs, geese and many other things for which they could get meal, flour, coffee ect from the men who run the boats. This helped connect the settlement with the outside world as it was an improvement of the old means of travel and transportation. There was so many things that could be bought on the banks of the Guyan river that improved the home and the farm. Luxuries became more plentiful such as pepper, spices, salt, powder, sugar and many other things I cannot mention here. The boats coming up the river were very rudly constructed and they were pushed with long poles. It usually took two men to bring them up the stream. They had to get out and pull the boats through the rapids and around the falls. Many of these boats brought up the stream a good grade of drinking liquor and they were sometimes the scene of much drinking. In going down the river they were also loadede down with eggs, furs, gensang and many farm products which they collected on the banks of the stream.

By Kyle Topping.

The Guyandotte Land Co.

Deed Bk 10 p. 181 - <sup>Articles of</sup> Association

Nov. 3, 1849, the Guy. Land Co. ~~was incorporated~~ for the purpose of selling and disposing of a large tract of real estate situated near the Ohio, in the valleys of the Guy. river, originally patented to General Smith, State of Maryland in 1796 and 1797. Peter Clark, one of the parties hereto, for \$195000 to be paid in part to the said Clark by the other parties hereto — 330000 acres,

The incorporators were:

Peter Clark 8750 shares

Edgar J. Bartow 1500 & Barton

Henry MacFarlan 750.

Edmund T. Bridge 750

Henry L. Cotheal 750

Lyman Denison 500

Geo. M. Danforth 500.



Guy. Land Co.

D. Randolph Martin was  
to be one of the directors

---

The Guy. Navigation Co was  
inc. March 16, 1849.

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The 330000 were located  
on the waters of Mud, Guy.  
river, & Twelve Pole, in Cabell  
Wayne, Logan & Boone counties.  
said lands originally granted  
to Samuel Smith of Baltimore,  
in four several patents:

1. June 16, 1796

2. 344 - June 29, 1797 -

379000 acres.

From the 1860 Report of  
The Guyandotte Navigation Co.

I hope the foregoing will meet  
your wishes — & trust the Board  
<sup>will observe</sup> that the Application is for Im-  
proving the Navigation of The  
Guyandotte River from its mouth  
etc. I can not conceive how  
this express purpose could be  
carried out without re construct-  
ing any portions heavy floods  
might carry away while build-  
ing — & — keeping in repair  
the portions below until the  
whole contemplated improvement  
should be completed — Otherwise  
the — of new dams above,  
while those below were impassible  
would be throwing money away.  
It seems to me imperatively neces-  
sary, unless the finished portion  
below can support itself — It  
would be no improvement at all,  
but an obstruction and detriment  
It does appear from our Books  
the subscriptions heretofore made  
were applied to construction —

— except the repairs made since I took charge Oct. 1, 1858. and since — you have inquired of reliable men who worked on the works at the time who say the breaks occurred during the construction and none after completion. The statement, therefore, in our last Annual Report that \$38888,87 had been applied for repairs was erroneous and not supported (except so far as stated in our last report, and much of that was for new construction) by the Books as facts, as they now appear. It was a mistake of the clerk, and should have been placed in the construction accounts. As in former reports, the old indebtedness (of which I have paid, including that \$1000 for damage which arose for construction years ago, since I took charge Oct. '58, \$3170.50) arose — from this source. Be kind enough to drop me a line when the Board decides. My best regards to Mr. — Respt and truly yours,  
J. B. Lee. Pres. of the Co.

"John Thomas Moore owned the Burnet House. He kept Hotel, Bar room, etc. It was near the Flour Mill, Cor. Water Street and Main (Exactly where the First Methodist Church now stands - F. B. L.)

"At the end of the First day's run, raftsmen put up, at Big Ugly, seven miles below Hart's Creek — on the right going down. Rafts ran 8-9 miles per hour coming down, and reached Logan in 2-3 hours.

Mrs. Carroll, at Guyandotte, kept 3-4 business men, but not raftsmen."

"Push boat men usually took blankets along, and camped out on the bank, or staid, at private homes. When camping out, they built a wood fire, and did their own cooking. In my day, Big John Justice, and two other justices were merchants, at Logan. and goods were brought up the river, in push boats, to them

## Timber and Rafts

Goebel and Peckard bought timber. They branded it with a "fish".

Rafts were sold to mills, down the river. They used engines and pulleys, to pull them up the bank. One yoke of oxen purchased, at Louisville handled logs, that we used whole teams for. There were mills, at many places down the river, Portsmouth, Cincinnati, Louisville. Seven yoke of oxen were used to bring timber out of hollows. The timber was cut by choppers who were expert. It had to be properly felled, otherwise, it couldn't be taken out. In later years, tram roads were used to bring out the timber. It was loaded on something like a car, and came down on wooden timbers, in the nature of rails, like a narrow gauge railroad. Two mules or horses were in use.



Cattle were sold by girths. A small ox had a circumference of less than seven feet. The timber men lived in shanties. These had large chimneys, and, of course, large fires were used in them.

Summer 1928

## Splash Dams

Logs hauled by ox teams and placed in creeks where there was not enough water to float them to the river

Dams were then built across the creeks, by using large sills at the top and bottom of the dam, on each side of the creek, nailing heavy boards on the upper side of the sills ten or twelve feet long, close enough together so as to hold the water supplied by the creek

Heavy weights of stone or "dead men" as they were called were used in building these dams so as to hold them in place and keep them from washing out by the heavy pressure of water caught above the dam.

Large gates were built in the center, and arranged to swing on the top of the sill of the dam

and swung loose at the bottom.

The bottom of the gate was fastened by a trigger, and a heavy lever was arranged on the gate to throw the trigger and release the bottom of the gate, thus letting the water through which was held above the dam. This splash or head of water as it was then called floated the logs to the mouth of the creek where logs fastened by ropes were stretched across the creek, forming what was known as a boom, thus keeping them from going into the river until they could be rafted. and then taken down the river.

Early method of Logging  
Trees were cut down and the bark scalped from them and then cut into proper sizes so as to be

and thus hauled to the streams to be splashed out, or, in some cases, they were hauled directly to the river and rafted by means of tie poles and wooden pins, later by "chain dogs"

The nearest mill to West Hamlin was the Nicholas Messenger Mill at the Falls.

## Splash Dams on One Mile

There was a splash dam on Bowdens? Branch of One Mile where Morell Sloan now lives. It was built by James Snodgrass and Alex. Mitchell for the purpose of splashing barrel slaves out to the main creek. Here they were splashed down the main stream, and then to the river by a wing ~~dam~~ boom where they were loaded on a flat boat and taken to market.

Lucian Mulchell  
Henderson,  
Logan Co

"I was b. July 20, 1885. I ran many rafts. I worked for the Huest Lumber Co., about 1922, for 5 years, and then for Jeff Gill, who bought it, and sold lumber. I often went on rafts, and put up at Guy andotte, with the Stephenson Hotel(?) Widow Walker, on Main Street. Both Mrs. Darling, sold out, and was with Walker."

"Hollena Brumfield m. Paris Brumfield. They separated, and their son, Charley Brumfield, shot his father."

"I have staid, at Hubbard, with James Bench, with W. J. Hatfield, Rangers, Norma Spurlock, Nine Mile, Burton Hursley, Lusenberry Dam.

Elijah Mobley, of Big Creek, below Chapmanville, was an eccentric river man - a pilot. He went barefooted, and bare-headed, in summer, and even went that way into Huntington - with his pants rolled up - He was killed, by a C. F. O. detective.



He had been to Catlettsburg, in W. Va. prohibition days — 3-4 hoboes were with him, and he tried to bluff the detective, by putting his hand, in his rear pocket."

"The man, on the bow of the raft, didn't have to know much. The man, at the stern knew where to go, where the shoals were, and how to work, up to the point, on a hard bend, and knew the Jordan sands, at the mouth of Bear Creek."

"Sometimes a raft would cork the river, by bowing, and swinging around, in such a position, as to get both ends foul."

"If another raft came down, it was rutable to hit this raft, in the middle, and cut it in two pieces."

I've seen some fancy fights, in Huntington, among the raftsmen. Policemen usually didn't interfere.

Dolph Spratt of Mingo County, or Paris Brumfield, hit "Doc" Suter

"He toned down, after this."

"I have had fires on rafts, in winter, by closing small cracks between logs, but never knew any cooking to be done."

"We took our lunches along, and tied up, at night. It took two days, to get out from Logan."

"Most raftsmen could swim, so, not many got drowned."

"The Cole and Crane boom, at Guyandotte, broke once, and came down, and struck the piers of the suspension bridge, and took it into the Ohio river."

"I was born Nov. 22, 1862, in the City of Logan.

In 1881, I was a merchant, at Logan, for 25 years. I bought deer skins, even bear skins, ginseng, etc. When I was a small boy, a bear was chased through the streets of Logan. My parents fell out, and Mr. Moss of Harboursville, wanted a boy, so I went to live with him. This was about ~~Sept.~~ April, 1874. Left July 2, 1880.

John Thomas Moore had a two-story building, and had rented the up-stairs (for a dance) Scott Lusher and Dave Stratton were fighting in the street. Two or three hundred rafters were in the town. There was no room, in the hotels. All got drunk. There were many fights, and a wild time generally. Then John Thomas Moore was killed, by Dave Stratton

By W. B. Buskirk,  
Logan, W. Va.

"I first engaged in Timbering, pushing timber, into the river, for C. Crane and Co., about 1897. They bought only portable timber. They had three double band mills, in Cunnawats. They were in business 25 or 30 years, before that.

"The 'Roughs of Guyan' extended 14 miles from the mouth of Gilbert Creek, to the forks of the river, at the junction of the Clear Fork, and Guyan."

"Rafting was rarely done above the mouth of Little Huffs, just above Ep. Justice's. Most of the Justice family came to Logan. Ben lived on Main Island Creek. He moved to Huntington, and died there."

"The Betty Shoals were just below the mouth of Gilbert Creek. A preacher Fontaine drowned there. His body was recovered. Peck's Mill was built by Mr. — White, in the late '60's, and sold to J. E. Peck Sr. and Ed Peck

The Falls were dangerous, but were removed, as was Huseberry Dam.

The Jordan sands shifted, men sometimes had to cut through the sands here and elsewhere, to get pushboats through them."

## Rafting

"I used to go down on rafts, occasionally. We stopped the first night with Daniel Fry where the train now stops at the mouth of Big Lick, below Fry, now Gill, I stopped at the hotels, one night, at Blumes, and, at other places, but not on river trips

George and Jim Godby owned the steamboat — the J. I. Hustler. The river was up.

Raftsmen generally put up, at private homes. They often came late, at night, and woke folks up. There were many thrills, and experiences.

They drank and became quite dangerous. I saw bad conduct, by them, both at Barboursville, and at Huntington. Both had saloons. We often tied up at Barboursville, and the men immediately went to the saloons. It was on an occasion like this when a great crowd of raftsmen stopped, at Barboursville, that John T. Hatfield was killed.



"David Stratton, son of William A. Stratton, of Logan, and who lived, at the mouth of Stratton Branch, on the river bank, a short distance, above the Court House, cut Mr. Moore, with a knife, and he died. Stratton staid in jail many months. The weather was very cold. He was tried by Judge Ira J. Mc Ginnis, <sup>as his attorney,</sup> and, finally, got a change of venue to Mason Co., and was acquitted. (Some say to Wayne County.) The witnesses were mostly from Logan. Stratton was a quarrelsome, and bad man. His father drank, but was a very good man.

## Henry Nash

"Was a son of Thomas J. Nash. He said: My father timbered at Laurel Hill from July 1861. He had been there 2-3 years. Tanbark was \$26 a cord. He bought hoop poles, tanbark, timber, etc. He had a large boat, 25 ft. wide by 100 ft. long, which he built and took down as much as 100 to ~~100~~ 125 cords of ~~wood~~ tanbark, and thousands of hoop-poles. About 1862-3, the Yankees burned his boat, at Laurel Hill. He lived on one of the McComas farms there."

Uncle John was builder, in part of the Lusenberry, Merrill and Howell's Mills."

By the Cole and Crane Co.

~~\$15~~ Transportation Bldg.,  
307 E. 4th St. Cincinnati, Ohio.

James Omar Cole lived at  
Peru, Indiana. He has a gr.  
son, by the same name, at Peru,  
Peru, Indiana.

Clinton Crane d. 1917, in  
his 70's.

He had two daughters.

Above is by Mrs. Geo. Hagee,  
They have a pamphlet, in  
the office giving information  
on Cole and Crane business, etc.,  
and five photos of Cole & Crane,  
and C. W. Campbell, their at-  
Torney

See R. F. Carson, our chief  
engineer, at Huntington, and  
also Frank Pratt of Hunting-  
ton, if living. The pamphlet  
was compiled by James A. Collins  
Civil Eng., for the Co., Stanton, Va.

Dec. 4, 1946

At Louis,

On towing fleets:

See Capt. J. G. Butler of The Island Queen.

I called him. He said

"Twenty-five to thirty rafts, were put into fleets 300 X 700 ft.

There was a shanty, on the fleet I used to float them from March to August when the river was low. I rafted about 1905-1921, <sup>about</sup> when the last ones came down. Mr. Cole of Peru, Indiana, so far as I know, had a son, Lewis Cole, and he had sons Homer, Bud, and Sam Cole.

I saw them about 1925 or 6.

If the wind was not blowing, Steamboats shoved them down. If it was we backed them down.

120.  
I went about 10 miles up Sandy,  
but never up Guyan, except to the  
Cole and Crane Boom. We went  
up with a steamboat when the  
river was high.

We usually got up about  
Vanceburg, on the "Crown Hill",  
the first day, and the "J. O.  
Cole". The "Crown Hill" is still  
running under the name of  
"Kenova". If we ran day and  
night, we made  $8\frac{1}{2}$  miles an  
hour, and got to the Big Sandy  
about the second day. If  
the river was high, we could  
come down, in 24 hrs. If  
not, it took 48 hours.

(Keep these  
sheets)

121.  
Pineville, West Va, Jan. 1, 1944

Dear Mr. Lambert,

I am loaning you my manuscript on the "Roughs of Guyana", that contains some data on "Rafting on the Guyanodette". You may copy anything you like and return it to me promptly on the first day of Feb. 1944. I was 75 years of age last Monday. I have lived long enough to know that if you have rare books and manuscripts and get in the habit of loaning them to strangers, directly you have none, I am sending you some white sheets containing data from the autobiography of A. P. Christian, now <sup>Post</sup> ~~Presley~~ <sup>86</sup> ~~87~~, you may keep these white sheets, but you may return the yellow manuscript. I consulted A. P. Christian 88; J. H. (Bud) Miller 88; Loran Blankenship 70; and Mr. <sup>Shugart</sup> ~~Stumpe~~ 70, all of whom were pilots on Rafts back in the 70s, 80s and 90s. They ~~are~~ <sup>are</sup> all passed friends of mine and were Uncle <sup>Bud</sup> ~~Belmont~~ <sup>Belmont</sup> the stories he told me. I shall write you again as soon as I have time, all this will cost you is the 18 cents in stamps on the package.

Yours sincerely,

E. Pendleton Goodle Sr.

Myosine Co. Hist. Society

Note - Well, yes I was born and reared in a log cabin 16 x 18 feet parents and 11 children. Mother had a bread baker, an old Dutch oven, hand cards, two spinning wheels and an old hand loom and made our clothing. When I was 15, she bought a No 7 Dickinson Step Croch. Stave and a few years later a cheap Singer Sewing machine, where I was 16, father brought home our first tin bowl kitchen stove lamp, so I could dress up for my first teachers examination (Aug 22, 1883). I then taught school continuously for the next 44 years.

Goodle



Reo Lecture of W. Patterson, Christian, since Mrs

"I was born on Spice Creek Hogan Co, now Mingo County  
North Va Dec. 12, 1837 - was 86 years of age, son of Rev. B. Spruce  
Christian, and grand son of James Pine Christian, (1800-1892)

one of the justices who organized Hogan County in 1824,  
about 1867, people began what we called saw logging, Dr.

Carver from Big Creek brought the first big yoke Ox team  
to our neighborhood, and then two years and then sold them to  
Chapman becoming the kind on Spice Creek, then spring up among  
us, what we called timber merchants, among them were Green

Abraham Chapman becoming Vol John Buchanan, W. C. Allen,  
Black, him, Mullers and Spear Justice and many others, besides  
hauling and rafting thru our timber, they would buy yokes of  
other parties and run them to Hogan Creek where and sell them  
to John and John Justice and afterwards to Ed Buchanan and James  
Highalit, I entered the logging business in 1875, on a small  
scale, James Mitchell and I bought some timber and made up a  
raft, and when the river reached a ferry stage, Bro. Ben Maitland  
and I started down the river with the raft which moving across  
the head of Island 16, but when the big ferry 12th Street came  
it swept our raft away and we lost it, my next adventure  
in logging was in the Spring of 1876, when Matt and I bought  
some timber in the ferry opposite the mouth of Elk Creek and with  
some horse logs in Island 16, we made up two rafts, but there  
was no rafting stage that summer, but when the ice went out  
the next month, both rafts went over it and we lost them also,

Logging down Kanawha River from Ready to Hogan Court-house  
was a great job during the 1870's and 80's, there were different  
panies about the best places along the stream, (people that  
Hogan Court-house thought that the river from Spice down, was  
real bad, but ~~some~~ the river men around Spice, did not  
mind running from there down, but said that up before  
Rain, the Betty Shoals, Stag Shoals, and the other like  
Old, was too bad for anybody to run a raft, the river men  
around about Elk Creek said that the river from there down was  
a little rough but they did not mind it, but from there  
further up to Ready was so rough that no powder had any  
business trying it.



So in April, Alec, ~~and~~ Henry Blankenship and I made a push  
 boat 50 feet long and 6 feet wide and 18 inches deep. We launched  
 it at the mouth of Reedy Creek, and started to Guyandotte with five  
 men. I had about \$95.00 in money, and the men from here to  
 Eek sent money by me to buy flour. When I left Eek, I had  
 about \$260.00, among the men that sent money by me to buy flour  
 were Burrell Morgan, Ellis Toler, Eli Blankenship, Eli Morgan, Sanford  
 Morgan and Chapman Browning and the only one alive now is  
 Burrell Morgan. We reached Guyandotte the 3d day, where I bought  
 45 lbs of flour, 300 lbs of bacon and a lot of other things  
 and after buying over at Capt. Toney's for 2 days on account  
 of high water, we arrived at the mouth of Spide Creek in 8 days  
 from Guyandotte. I received \$1.25 per 100 lbs freight which gave  
 me a nice profit for my trip. At that time and long before  
 the people of Logan brought their goods up on push boats.

From A. P. Chisham

But when you came up to Big Cub, Long Branch and Reddy and talked with the old Pilots, such as Jesse Belcher, Lane Blankenship, Peter Clinch, Humphrey Clinch and Peter Clinch Sr. and numerous other persons such as our Carriers and Secands, they would say something like this - "Well, the river for a few miles is pretty rough, especially at Hyatt Tolers Mill dam, The Fall Rock, near Charley Tolers mill dam, The Sticky Shute, the Leatherwood Shoal, The Big Branch Shoal, and the Salt River Shute, but if a man has good judgment about the drain of the water, he will have but little trouble" So, you see all depends on whom you are talking to, as to where the rough is on the Guyandotte River. The only way to find this out is to go through on a raft yourself.

I remember very well the thrill I got the first time I went through the "Roughs" on a raft. I got on at the mouth of Big Cub Creek; in a few minutes we were at the upper end of Leatherwood Shoal; we waited the raft to the proper position in the hole of water just above the Shoal. We caved look along the top of the water to the upper end of the Shoal, but there was such a fall there, we could see the water until we dropped over the upper end of the Shoal. The bow of the raft struck a wave and the water flew over our heads. I was carrying the oar and held the stem down on the raft, while my second held my oar to keep the oar from throwing me off. From there on to the lower end of the Shoal (about  $\frac{1}{4}$  mile), as soon as the raft would rise on one wave, it would plunge into another until we got through the Shoal. From that time (1876), I followed running from Reddy to Guyandotte until about 1890. It took 4 men to run a raft from Reddy or Cub to Spice. Then 2 men could take it from there to Logan C. H. Then we would lash two of those rafts together and 2 men would take those rafts through to Guyandotte.

In 1889, The Little Kanawha Lumber Co. came to Mingo County and began logging on a big scale. The winter was warm and <sup>rain</sup> road. All goods and supplies were hauled from Prince Station on the C. and O. Ry. The roads through Raleigh were so muddy that a four-horse team could pull only 1000 or 1200 pounds <sup>(over)</sup>.

## -- RECOLLECTIONS OF A. PATTERSON CHRISTIAN --

"I WAS BORN ON SPICE CREEK, LOGAN COUNTY, NOW MINGO COUNTY, WEST VA. ON OCTOBER 12, 1857. NOW 86 YEARS OF AGE, SON OF REV. BYRON CHRISTIAN, AND GRANDSON OF JAMES PRICE CHRISTIAN, (1800-1892) ONE OF THE JUSTICES WHO ORGANIZED LOGAN COUNTY IN 1824. ABOUT 1867 PEOPLE BEGAN WHAT WE CALLED SAW LOGGING. DR. WARREN, FROM BIG CREEK BROUGHT THE FIRST SIX YOKE OX TEAM TO OUR NEIGHBORHOOD, USED THEM TWO YEARS, AND THEN SOLD THEM TO CHAPMAN BROWNING, WHO LIVED ON SPICE CREEK. THERE SPRANG UP AMONG US WHAT WE CALLED TIMBER MERCHANTS. AMONG THEM WERE PAREN CHRISTIAN, CHAPMAN BROWNING, COL. JOHN BUCHANAN, H.C. AVIS, BLACKBURN MULLENS, EPSON JUSTICE, AND MANY OTHERS. BESIDES HAULING AND RAFTING THEIR OWN TIMBER THEY WOULD BUY RAFTS OF OTHER PARTIES AND RUN THEM TO LOGAN COURT HOUSE AND SELL THEM TO JOHN AND LARK JUSTICE; AND AFTERWARDS TO ED ROBERTSON AND JAMES NIGHBERT.

I ENTERED THE LOGGING BUSINESS IN 1875 ON A SMALL SCALE. LEWIS MITCHELL AND I BOUGHT SOME TIMBER AND MADE UP A RAFT, AND WHEN THE RIVER REACHED RAFTING STAGE BROTHER MONT LEWIS AND I STARTED DOWN THE RIVER WITH THE RAFT WHICH SWUNG ACROSS THE HEAD OF "ISLAND 16", BUT WHEN THE BIG JULY FRESHET CAME IT SWEEPED OUR RAFT AWAY AND WE LOST IT. MY NEXT ADVENTURE IN LOGGING WAS IN THE SPRING OF 1876 WHEN MONT AND I BOUGHT SOME TIMBER IN THE BLUFF OPPOSITE THE MOUTH OF ELK CREEK; AND WITH SOME LOOSE LOGS IN "ISLAND 16" WE MADE UP TWO RAFTS, BUT THERE WAS NO RAFTING STAGE THAT SUMMER, AND WHEN THE ICE WENT OUT THE NEXT WINTER BOTH RAFTS WENT WITH IT, AND WE LOST THEM, ALSO.

RAFTING DOWN GUYANDOTTE RIVER FROM REEDY TO LOGAN COURT HOUSE WAS A GREAT ART DURING THE 1870S AND 1880S. THERE WERE DIFFERENT OPINIONS ABOUT THE BAD PLACES ALONG THE STREAM. PEOPLE

"IT TOOK FROM FIVE TO SIX DAYS, AND ABOUT SIX MEN, TO PUSH A LARGE BOAT TO LOGAN. THEY HAD TO HAUL BOATS AROUND THE DAM, OR UNLOAD, AND CARRY THE GOODS. SKIDS WERE PUT UNDER THE BOATS AND ALL THE MEN HELPED TO PUT IT OVER THE DAMS. AT OTHER TIMES THEY HIRED OXEN OR MADE WINDLASSES. RAFTSMEN OFTEN BROUGHT CONSIDERABLE QUANTITIES OF ROPE WITH THEM, AND ROPES WERE OFTEN WRAPPED AROUND TREES TO CHECK RAFTS BY DEGREES TO "LAND" THEM. ONE MAN STEERED THE BOAT AND ABOUT FOUR OTHERS PUSHED. THE MEN STARTED AT UPPER END OF BOATS AND GRADUALLY WALKED BACK. THEY USUALLY HAD PADS ON THEIR SHOULDERS TO AVOID HURTING THE SHOULDERS.

"IN SHOALS THEY OFTEN UNLOADED PART OF THE GOODS TO LIGHTEN THE WEIGHT. THE TIME FROM GUYANDOTTE TO LOGAN WAS ABOUT SIX DAYS. A MAN NAMED CHAMBERS, AND ANOTHER MAN NAMED CONLEY.

"GOOBS NOT OFTEN USED FOR LONG HAULS ~~WXXX~~ IN CANOES; FLAT BOATS WOULD HAUL MORE. SOMETIMES, PEOPLE WOULD COME DOWN FOR QUITE A DISTANCE--25 MILES OR 30 MILES--FOR A BARREL OF SALT OR A BARREL OF FLOUR. IT WAS PERHAPS A DAY'S TRIP. THEY TOOK ALONG SKILLETS, PANS, &C AND DID COOKING ON THE BANK.

"BOOMS WERE A LATER DEVELOPMENT AFTER RAFTS. THEN TIMBER WAS BRANDED AT BOTH ENDS BY SPECIAL BRANDING NUMBERS. I USED ONE MADE IN THE SHAPE OF A FISH: IT BELONGED TO GOEBEL & WILLIAMS, OF CATLETTSBURG, KY. TO SAW OFF BRANDS WAS AGAINST THE LAW, AND A PENITENTIARY OFFENSE. HOWEVER MANY WERE STOLEN, TAKEN UP THE CREEKS, THE BACKWATERS, &C, KEPT A LONG TIME AND THEN BROUGHT OUT AND SOLD AT MILLS. THERE WAS A BOOM AT THE MOUTH OF MUD, AND THERE WERE MILLS AT HUNTINGTON, W. VA.

"IF BRANDS WERE SAWED OFF IT WOULD SHOW UP FRESH SAWED. BOTH SIDES HAD TRICKS: THEY OFTEN SENT MEN IN SKIFFS TO ROW UP THE BRANCHES.



AT LOGAN COURT HOUSE THOUGHT THAT THE RIVER FROM SPICE DOWN WAS REAL BAD; BUT THE RIVER MEN AROUND SPICE DID NOT MIND RUNNING FROM THERE DOWN, BUT SAID THAT UP COPPERAS ROCK, THE BETTY SHOALS, STAFFORD'S MILL, AND THE WHITE OAK CLIFF WAS TOO BAD FOR ANYBODY TO RUN A RAFT. THE RIVER MEN AROUND ABOUT GILBERT SAID THAT THE RIVER FROM THERE DOWN WAS A LITTLE ROUGH, BUT THEY DIDN'T MIND IT, BUT FROM EPSON JUSTICE'S UP TO REEDY WAS SO ROUGH THAT NO PERSON HAD ANY BUSINESS TRYING IT. BUT WHEN YOU CAME UP TO BIG CUB, LONG BRANCH AND REEDY AND TALKED WITH THE OLD PILOTS SUCH AS JESSE BELCHER, LANE BLANKENSHIP, PETER CLINE, JR, HUMPHREY CLINE, PETER CLINE, SR. AND NUMEROUS OTHER PERSONS SUCH AS OAR CARRIERS AND SECONDS THEY WOULD SAY SOMETHING LIKE THIS--"WELL, THE RIVER FOR A FEW MILES, IS PRETTY ROUGH, ESPECIALLY AT WIATT TOLLER'S MILL DAM, THE HICKORY SHUTE, THE LEATHERWOOD SHOAL, THE BIG BRANCH SHOAL, AND THE SALT RIVER SHUTE, BUT IF A MAN HAD GOOD JUDGMENT ABOUT THE DRAIN OF THE WATER, HE WILL HAVE BUT LITTLE TROUBLE". So, YOU SEE ALL DEPENDS ON WHOM YOU ARE TALKING TO AS TO WHERE THE ROUGH IS ON THE GUYANDOTTE RIVER. THE ONLY WAY TO FIND THIS OUT IS TO GO THROUGH ON A RAFT YOURSELF.

I REMEMBER VERY WELL THE THRILL I GOT THE FIRST TIME I WENT THROUGH THE "ROUGHS " ON A RAFT. I GOT ON AT THE MOUTH OF BIG CUB CREEK; IN A FEW MINUTES WE WERE AT THE UPPER END OF LEATHERWOOD SHOAL, BUT THERE WAS SUCH A FALL THERE WE COULD SEE THE WATER UNTIL WE DROPPED OVER THE UPPERN END OF THE SHOAL. THE BOW OF THE RAFT STRUCK A WAVE AND THE WATER FLEW OVER OUR HEADS. I WAS CARRYING THE OAR AND HELD THE STEM DOWN ON THE RAFT; WHILE MY SECOND HELD MY CLOTHES TO KEEP THE OAR FROM THROWING ME OFF. FROM THERE ON TO THE LOWER END OF THE SHOAL, ABOUT 1/4 MILE, AS SOON AS THE RAFT WOULD RISE ON ONE WAVE IT WOULD PLUNGE INTO

ANOTHER UNTIL WE GOT THROUGH THE SHOAL. FROM THAT TIME (1876) I FOLLOWED RUNNING FROM REEDY TO GUYANDOTTE UNTIL ABOUT 1890.

IT TOOK FOUR MEN TO RUN A RAFT FROM REEDY OR CUB TO SPICE. THEN TWO MEN COULD TAKE IT FROM THERE TO LOGAN COURT HOUSE. THEN WE WOULD LASH TWO OF THESE RAFTS TOGETHER, AND TWO MEN WOULD TAKE THOSE RAFTS THROUGH TO GUYANDOTTE".

IN 1889, THE LITTLE KANAWHA LUMBER CO. CAME TO WYOMING COUNTY AND BEGAN LOGGING ON A BIG SCALE. THE WINTER WAS WARM AND RAINY. ALL GOODS AND SUPPLIES WERE HAULED FROM PRINCE STATION ON THE C & O. RAILWAY. THE ROADS THROUGH RALEIGH WERE SO MUDDY THAT A FOUR HORSE TEAM COULD PULL ONLY 1000 OR 1200 POUNDS. SO, IN APRIL, ALEC. HENRY BLANKENSHIP, AND I MADE A PUSH BOAT 50 FEET LONG AND 6 FEET WIDE AND 18 INCHES DEEP. WE LAUNCHED IT AT THE MOUTH OF REEDY CREEK AND STARTED TO GUYANDOTTE WITH FIVE MEN. I HAD ABOUT \$95.00 IN MONEY; AND THE MEN FROM HERE TO ELK SENT MONEY TO ME TO BUY FLOUR WERE BURREL MORGAN, ELLIS TOLER, ELI BLANKENSHIP, ELI MORGAN, SANFORD MORGAN AND CHAPMAN BROWNING; AND THE ONLY ONE NOW ALIVE IS BURRELL MORGAN. WE REACHED GUYANDOTTE THE THIRD DAY, WHERE I BOUGHT 45 LBS OF FLOUR; 300 LBS, OF BACON, AND A LOT OF OTHER THINGS; AND AFTER LAYING OVER AT CAPT. TONEY'S FOR TWO DAYS ON ACCOUNT OF HIGH WATER, WE ARRIVED AT THE MOUTH OF SPICE CREEK IN EIGHT DAYS FROM GUYANDOTTE I RECEIVED \$1.25 PER 100 LBS. FREIGHT, WHICH GAVE ME A NICE PROFIT FOR MY TRIP. AT THAT TIME, AND LONG BEFORE THE PEOPLE OF LOGAN BROUGHT THEIR GOODS UPON PUSH BOATS".



EWELL BIAS SAID:

"I RECALL THAT AMONG THE RAFTSMEN WHOM HE KNEW WERE ALDERSON B. SHELTON, MORRIS BIAS, MOSE TONEY OF LITTLE HART CREEK, ELISHA CHAPMAN, SON OF CAPT. JOHN CHAPMAN OF FOUR MILE CREEK, "BUDDY" ADKINS OF FALL CREEK, SON OF SHIRD ADKINS OF BRANCHLAND, PERRY JOHNSON OF BEAR CREEK, SON OF OLD JOHN JOHNSON, WILLIAM ADKINS, OF RANGER, JERRY LAMBERT, JR., SON OF JERRY LAMBERT THE MILLMER, WHO LIVED BELOW HART'S CREEK, LEANDER FRY, OF BIG UGLY, GODFREY AND HIRAM SCITES AND CHARLEY BRUMFIELD OF BIG HART, SON OF PARIS BRUMFIELD".

HE FURTHER SAID: "AMONG THE PLACES WHICH I REMEMBER THAT RAFTSMEN STOPPED ON THEIR WAY HOME FROM GUYANDOTTE WERE BAL SWANN'S GODFREY SCITES, ED. ADKINS ABOVE THE MOUTH OF ONE MILE, GREEN FRANKLIN'S ABOVE THE TOWN OF BRANCHLAND AND ON SAME SIDE OF THE RIVER, AND AT WILL CUMMINGS, AT LAUREL HILL. OF COURSE, THERE WERE OTHER PLACES, SUCH AS AT WILLIAM S. ROGERS; AND LATER, AT WILSON ROGERS AT DUSENBERRY'S DAM".

Euell Bias said

~~Euell Bias~~ "I recall that among the raftsmen whom he knew were Alderson B. Shelton, Morris Bias, Mose Toney, of Little Hart Creek, Elisha Chapman, son of Capt. John Chapman of Four Mill Creek, "Buddy" Adkins of Fall Creek, son of Sherd Adkins of Branchland. Perry Johnson of Bear Creek, son of old John Johnson, William Adkins of Ranger, Jerry Lambert Jr., son of Jerry Lambert the Miller who lived below Harris Creek, Leander Fry of Big Ugly, Godfrey and Hiram Sciles, and Charley Brumfield of Big Hart, son of Paris Brumfield.

He further said: "Among the places which I remember that raftsmen stopped on their way home from Guyandotte were Bal Swann's, Godfrey Sciles's, Ed Adkins above the mouth of One Mile, Green Franklin's, ~~about~~ above the Town of Branchland and on same side

of the river, and at Will Cummings at Laurel Hill. Of course there were other places, such as at William S. Rogers and later at Wilson Rogers, at Husberrry "Ham

"I TIMBERED ALL OF MY LIFE: RAN FLEETS OF 15 TO 20 RAFTS DOWN THE OHIO TO LOUISVILLE, KY. I HAVE RAFTED ON MUD AND GUYAN, &C I TIMBERED 40 YEARS, AT ONE HUNDRED PLACES ON MUD RIVER, &C. ALSO ON LITTLE GUYAN. MY FATHER TIMBERED JUST AFTER THE WAR: THAT IS WHY I GOT TO DOING SO, AND MY FATHER LIVED NEAR THE FALLS.

"RAFTSMEN USED TO START A SONG ON THE LOWER RAFT, LINE AT A TIME. IT WAS TAKEN UP FROM RAFT TO RAFT AND THEN CAME BACK DOWN THE RIVER THE SAME WAY, FOR MILES AMONG THINGS I REMEMBER WHEN GETTING TO GUYANDOTTE ON RAFTS ALL GOT DRUNK. BILLY JO ADKINS OFTEN RAN RAFTS.

"BOB LEWIS HAD SPLASH DAMS ON FOUR MILE, BIG UGLY. BOB LEWIS CAME FROM OHIO. HE PUT UP A SAW MILL ON UPPER TWO MILE. HE SAWED TIMBER AND RAN IT OUT LIKE RAFTS. THERE WERE SPLASH DAMS ON MUD RIVER. "PULLET" CUMMINGS HAD A DAM ON THE LEFT HAND FORK OF MUD. I TIMBERED FOR DAVE WORKMAN ON LIMESTONE IN LOGAN COUNTY. IT WAS THIS SIDE OF CHAPMANVILLE, ON BIG UGLY CREEK, AND OTHER CREEKS".

"FROM SMITH CREEK, DOWN, MEN CAUGHT LOGS, RAFTED THEM AND BROUGHT THEM DOWN, RECEIVING FROM 25¢ TO 50¢ A LOG FOR THEM. I REMEMBER WHEN RAFTS WERE FASTENED BY WOODEN PINS AND TIE POLES. I DID THIS BEFORE I WORKED FOR THE BOOM COMPANY. WHEN OUR BOOM WOULD BREAK, MANY LOGS WOULD GO INTO THE RIVER. MEN WOULD CUT OFF THE BRANDS TO STEAL THE LOGS. I NEVER HEARD OF PROSECUTIONS FOR CUTTING BRANDS OFF OF LOGS. BURTON HENSLEY, &C. WERE ACCUSED, ABOUT SMITH CREEK, DOWN TO DUSENBERRY DAM, BUT NEVER PROVED. HENCE, THERE WERE NO PROSECUTIONS.

"OLD MAN BONNER (?) OPERATED A BOAT HERE DURING THE WAR-- A FLOATING SAW MILL. HE KEPT IT IN THE GUYAN, OR THE OHIO RIVER, AND HE WENT WHEREVER LOGS WERE TO BE SAWED. HE WAS HERE AFTER THE WAR TOO.

"THE OLD AX HANDLE FACTORY WAS ABOVE THE FIFTH AVENUE BRIDGE ON GUYANDOTTE STREET. LATER IT WAS MOVED TO A LOT JUST BELOW THE BRICK STACK. CLAY EVERETT WAS BOOM SUPERINTENDENT.

"TOWBOATS COMMENCED OPERATING ABOUT THE TIME COLE & CRANE CAME. PREVIOUS TO THIS RAFTS WERE RUN BY HAND--ABOUT FIFTEEN STRINGS IN A FLEET. A STEERSMAN AT EACH END. IT WAS NOT AS DANGEROUS AS GUYAN RIVER.

"BILL MITCHELL, THEODORE WEBB, WERE PILOTS TO CINCINNATI AND LOUISVILLE. THE FLEETS RAN DAY AND NIGHT, AND OTHERS, ISOM WITCHER, BILL WEBB (SON OF THEO LOUIS POTEET FOR BILL MITCHELL TOOK MITCHELL AND WELLS' PLACE AT NIGHT. MOST OF US GOT DRUNK AT CINCINNATI OR LOUISVILLE AFTER RAFTS WERE DELIVERED AND WE WERE PAID OFF".

BILL KAHLER SAID:

"RAFTS HERE WERE TAKEN TO IRONTON (YELLOW POPLAR LUMBER CO., & C), LEVANNA, BELOW RIPLEY, O., NEW RICHMOND--FRIEDLAND LUMBER CO., CINCINNATI (COLE & CRANE CO.) WHO HAD THREE LARGE MILLS THERE, NEW BOSTON, LOUISVILLE, KY. HOWARD SHIP YARD, JEFFERSONVILLE, IND.

"FRANK HERSEY TOLD ME HE PILOTED A STEAM-BOAT FROM FOUR MILE WITH COAL WHEN THE RIVER HAD LOCKS AND DAMS. HE LIVED--AND BOARDED WITH THE HITES IN GUYANDOTTE. HIS SON IS DR. REX HERSEY".

"THE NEW YORK & W. VA. LUMBER CO. BUILT THE TUB & BUCKET FACTORY IN GUYANDOTTE. THEY HAD A STAVE AND LUMBER MILL ON CABELL CREEK, SIX OR SEVEN MILES FROM ONA, W. VA. STAVES FOR OIL BARRELS, SECONDS, BROUGHT TO GUYANDOTTE FOR TUBS AND BUCKETS.

"SINGLE RAFTS WERE PUT IN FLEETS OF THIRTY-FIVE TO FORTY RAFTS, AS MUCH AS "TEN STRINGS WIDE" OR MORE, AND FOUR TO FIVE RAFTS LONG. THE MAN WHO ACTED AS PILOT HAD TO KNOW THE RIVER. THERE WERE FROM SIX TO EIGHT MEN ON A RAFT. THEY PRACTICALLY QUIT RUNNING THEM BY HAND FIFTY YEARS AGO; I HAVEN'T SEEN A LOG FOR FIVE YEARS. THEY USED STEAMBOATS LATER THAN BY HAND. THESE LARGE RAFTS HAD SIX TO EIGHT OARS ON EACH END OF THE FLEET; THEY DIDN'T WORK ALL AT ONCE, ~~XX~~ REGULARLY. SOMETIMES THEY FLOATED FOR MILES WITHOUT USING AN OAR".



SAM BIAS SAID:

"PUSH BOAT MEN USUALLY TOOK ALONG BLANKETS AND CAMPED OUT ON THE BANK. THEY WOULD BUILD A WOOD FIRE AND DO THEIR OWN COOKING. BIG JOHN JUSTICE AND TWO OTHER JUSTICES WERE MERCHANTS AT LOGAN, W. VA., AND GOODS WENT TO THEM. MANY MEN WERE USED IN RUNNING THE PUSH BOATS, AND THESE MEN USED LONG POLES.

"SAMP JOHNSON WAS ON A RAFT ABOVE THE FALLS. THE WATER WAS AT LOW STAGE--AND DANGEROUS; BUT HE SAID HE 'WOULD RUN HER INTO HELL'. HIS SON, ENNIS, AND ANOTHER MAN WERE BLOWN UP BELOW WEST HAMLIN, W. VA.

"BOB FULLER LIVES NEAR FIFTH AVENUE, NEAR GUYAN BRIDGE. I HAVE KNOWN HIM FOR FORTY YEARS, OR MORE. GOEBEL & PRICHARD BOUGHT TIMBER, WHICH THEY BRANDED WITH A FISH BRAND. RAFTS WERE SOLD TO MILLS DOWN THE RIVER. THEY USED ENGINES AND PULLEYS TO PULL THE LOGS UP THE BANK. ONE YOKE OF OXEN AT LOUISVILLE, KY HANDLED LOGS FOR WHICH WE USED WHOLE TEAMS. THERE WERE MILLS AT MANY PLACES ON THE OHIO RIVER; BUT MOST OF THE TIMBER WENT TO CINCINNATI AND LOUISVILLE. WE USED SEVEN YOKE OF CATTLE TO BRING ~~XX~~ TIMBER OUT OF THE HOLLOWS!"

"CATTLE WERE SOLD BY GIRTHS. A SMALL ONE WAS LESS THAN SEVEN FEET. SHANTIES HAD LARGE CHIMNEYS. HAD LARGE FIRES AND COOKED IN THEM".

WILLIAM WARD SAID:

"WE LIVED IN A LOG HOUSE THIS SIDE OF BARBOURSVILLE ON THE SITE, OR NEARLY SO, WHERE GEORGE ADKINS NOW LIVES. IT WAS A LITTLE LOG HOUSE. THE OLD WARD CABIN STOOD ABOUT WHERE THE FERRY STOOD ABOVE MOUTH OF MUD. JOHN DIRTON KEPT THE FERRY WHEN I CAN FIRST RECOLLECT. THERE IS A HIGH WATER MARK OF 1848 ON THE DOOR OF HIS HOUSE. MY FATHER WENT TO CINCINNATI WITH A LOAD OF CORD WOOD. THIS WAS IN THE FLOOD OF 1848 (?)---THE OHIO RIVER WAS VERY HIGH. WHEN HE RETURNED THERE WAS NO PLACE TO LAND EXCEPT AGAINST THE HILL. THEY PUT HIM OFF AT THE D.K. BUILDING, LOWER END, WEST END OF C. & O. BRIDGE. HE FOLLOWED THE RIDGE HOME.

"I REMEMBER WHEN THE MERRITT MILL DAM WENT OUT. GUYANDOTTE RIVER WAS FROZEN OVER FROM BANK TO BANK. WHEN GUYAN HAD RAINS ABOVE IT BROKE AS THE WATER CAME DOWN, AND THAT CAUSED THE WATER TO BACK UP AND IT DESTROYED THE DAM AT THE MILL. JOHN MERRITT SAID, HE 'WOULDN'T GIVE A DAM IF THE WATER HAD GONE DOWN THE RIVER, BUT IT WENT UP'.

"I WORKED IN TIMBER ON GUYANDOTTE. I HAD A CONTRACT WITH MANY TIMBER OWNERS TO CATCH AND SORT THEIR LOGS AND RAFT THEM--EACH MAN'S TO ITSELF. JOHN JUSTICE, OF LOGAN, PAID ME A DOLLAR A LOG TO CATCH HIS LOGS. WHERE THERE WERE ODD "BRANDS", I RAFTED THEM ALL IN SINGLE RAFTS, SOMETIMES TWENTY-FIVE TO THIRTY. LEW BURKS WOULD SELL SUCH RAFTS AND SETTLE LATER WITH THE OWNERS. HE PAID ME. I HAVE HELPED TAKE RAFTS TO IRONTON TOWBOATS OR A TOWBOAT, OWNED BY THE BOOM COMPANY WOULD TOW FLEETS OF RAFTS TO CINCINNATI TO A LARGE MILL OWNED BY THE COLE & CRANE COMPANY.

"SOMETIMES THEY DIDN'T RAFT THE TIMBER; THEY BUILT A BOOM AROUND IT AND OFTEN FLOATED AS MANY AS 1,500 LOGS DOWN THE RIVER. THEY SOMETIMES HITCHED A TOWBOAT TO THE FRONT END AND BACKED THE BOOM DOWN THE

RIVER. IT TOOK ABOUT A DAY AND NIGHT.

I HAVE SEEN AS MANY AS 600 TO 800 MEN RAFTSMEN IN GUYANDOTTE. THERE WAS MUCH DRINKING, 'THOUGH NOT MUCH FIGHTING. NOISY. THERE WERE TWO OR THREE HOTELS. ONE WAS OPERATED BY CRAWLEY BILL SMITH".

"MRS. LE TULLE KEPT RAFTSMEN; SHE LIVED ABOVE THE SUSPENSION BRIDGE A PIECE. *She m. 1* *Darling, then Lewis LeTulle*

"MEN FROM INDIAN GUYAN SOMETIMES CAME OVER AND STOLE LOGS AT NIGHT THEY WOULD TAKE THEM TO THE OHIO SIDE, TIE THEM UP AND CLAIM THEY CAUGHT THEM THERE, AND THUS GET PAY FOR THEM. MANY LOGS DID ESCAPE AND GO OVER THERE. THOUSANDS WENT OUT. SOMETIMES, A SHANTY BOAT WAS USED TO FOLLOW LOGS AND CATCH THEM, AND RAFT THEM".

"SOME OF THE MILLS BELOW HERE STOLE LOGS WHEN THEY WERE BRANDED IN THE END, ONLY. LATER THEY WERE BRANDED IN A NUMBER OF PLACES. LOGS BRANDED ON THE ENDS WHEN WET WITH WATER WOULD SHOW THE BRAND AS MUCH AS TWO FEET INTO THE LOG(?).

"HARRY GORDON HAD A MILL ABOUT SEVENTEENTH STREET: HE WAS UP AT GUYANDOTTE AT WILSON'S MILL AND RECOGNIZED HIS BRAND ON A LOG BEING SAWED BY BILL DEITZ. DIETZ RAN OFF FOR ABOUT TWO YEARS; BUT GORDON SOLD HIS MILL BEFORE HE RETURNED; HENCE, NEVER PROSECUTED HIM.

"MANY FLEETS OR STRINGS OF RAFTS WITH A SHANTY ON TOP, WENT DOWN THE OHIO RIVER. TOWBOATS COULD TAKE FLEETS OUT CHEAPER THAN MEN COULD--OR WOULD.

"MY FIRST EXPERIENCE IN RAFTING WAS IN 1880. I WORKED FOR COLE & CRANE IN THE GUYANDOTTE BOOM. THE LITTLE KANAWHA COMPANY FIRST RAN THE BOOM; THEN COLE & CRANE TOOK IT OVER. I HAVE RAN TIMBER FROM LOGAN COURT HOUSE. WE USED TO BRAKE RAFTS, OR TIMBER IN FLEETS FOR TOWBOATS.

"TO "BRAIL" IT IS TO MAKE A KIND OF BOOM ON EACH SIDE AND SHOVE THE LOGS DOWN, CLOSE BOTH ENDS AND THEN PUT POLES ACROSS THE BRALE TO STRENGTHEN THE MASS SO THAT TOWBOATS COULD TAKE THEM TO MARKET; THEY WOULD TEAR A-PART EASIER THAN FLEETS OF RAFTS. BRALES WERE ONLY USED IN EMERGENCIES WHEN TIMBER WAS COMING TOO FAST, OR TOO MUCH. THE TIMBER WAS SHIPPED TO CINCINNATI, WHERE COLE & CRANE OPERATED FIVE SAW MILLS. I MADE SEVERAL TRIPS TO LOUISVILLE TO POINT LUMBER CO., ABOVE THE FIRST ISLAND AT LOUISVILLE. WE HAD A COOK ON THE TOWBOAT, OR SOMETIMES WE COOKED IN THE FLEET IN A SHANTY BUILT FOR THE PURPOSE.

"THE POINT LUMBER COMPANY BOUGHT TIMBER ON GUYANDOTTE AFTER IT REACHED GUYANDOTTE. THE IRONTON LUMBER CO., THE CRESSY LUMBER CO. WERE AT IRONTON, O., AND AT VARIOUS TOWNS DOWN THE RIVER THERE WERE OTHER LUMBER COMPANIES.

"I FOLLOWED THE TIMBER BUSINESS FOR ABOUT FORTY YEARS; BUT IT WAS ALL FINISHED ABOUT 1914. MOST OF THE RAFTING WAS CONTRACTED TO THE BIAS BROS., GEORGE AND ANDY, SONS OF WILLIAM BIAS. MANY "UP GUYANDOTTE" MEN, FROM UP THE GUYANDOTTE WERE AFRAID OF THE OHIO; AND GUYANDOTTE MEN TIED UP THEIR RAFTS FOR THEM. TOM PATTERSON AND STEWART PATTERSON WERE BROTHERS AND BOOM FOREMEN.

THE (ED) HOWARD SHIPYARD, AT JEFFERSONVILLE, INDIANA, ABOVE THE FALLS, ALSO BOUGHT RAFTS. WE RETURNED BACK HOME BY STEAMBOATS- FLEETWOOD, TELEGRAPH, &C. WHICH WERE "PALATIAL" STEAMERS. BURL FARLEY, PILOT, BEHIND, BOB LEWIS (DOLL CUMMINS AND SCITES TIMBER- ED) SQUIRE LOWE, OF CHAPMANSVILLE PILOTED HIS OWN TIMBER; BROWN- ING BROS. LOGAN AND ABOVE. EP. JUSTICE RAN TIMBER. BEN JUSTICE LIVED BELOW LOGAN. HE RAN LOGS AND TELEPHONE POLES, SELLING THE POLES TO STOUT CO. AT CEREDO, W.VA.

"WASH HENSLEY FROM ABOUT SMITH CREEK, IS THE MAN WHO HIT "DOC"

SUITER AND KNOCKED HIM OUT OF THE WINDOW AT THE HOTEL. MY FOSTER MOTHER RAN THIS, THE RIVERSIDE HOTEL. SHE WAS MRS. FANNY LE TULLE (MRS. DARLING). SHE WAS A SMITH, AUNT TO MARION WALKER AND TOM WALKER (BOTH DEAD), AND NORA STEVENSON WHO LIVES IN A BIG STONE HOUSE ON MAIN STREET, GUYANDOTTE, ABOUT TWO SQUARES UP; CONCRETE BUILDING ON THE CORNER. NORA'S HUSBAND, VINT STEVENSON, WAS A RIVER MAN, OWNED A SMALL TOW BOAT: HE AND GRANT HAYS CONTRACTED TOWING, AND DELIVERING OF TIMBER.

"I BELIEVE THE SUSPENSION BRIDGE WAS TORN DOWN ABOUT 1906; IT HAD PREVIOUSLY BEEN CONDEMNED. THE WILSONS (TAUBER & WILSON) HAD A MILL JUST BELOW THE C. & O. BRIDGE. OLD MAN BONNER ( OF BOAT), WAS JUST BELOW THE C. & O. BRIDGE. OPPOSITE, ACROSS, AND JUST ABOVE FIFTH AVENUE WAS THE THORNTON MILL, OF WHICH MR. M. L. THORNTON WAS THE SUPERINTENDENT.

"BUD WOMELDORFF WAS SAWYER OF A MILL RAN BY THE ENSIGN COMPANY, CLAY MCGINNIS BEING ASSISTANT SAWYER.

"BRALES WERE MADE OF LIGHT, OR POPLAR TIMBER. OAK HAD TO BE RAFTED. THIS WAS COLE & CRANE: THEY SEPARATED THE BRANDS, GOT THEM TOGETHER AND RAFTED OUT. COLE & CRANE ONLY ONES TO BRAIL.

"IT

GEORGE HENRY BIAS SAID:

"RAFTING WAS ONLY DONE IN MOUTH OF MUD. I MEASURED TIMBER ~~CO~~ FOR THE COLE & CRANE CO; ALSO FOR LEW BURKS, AFTER SAM HAYSLIP GOT~~X~~ CRIPPLED UP. RAFTS MAY HAVE BEEN RAFTED IN MUD WHEN THE BACKWATERS WERE UP. A BOOM WAS ABOUT A MILE, OR TWO ABOVE BARBOURSVILLE, IN THE HORSESHOE BEND. A BOOM WAS A RAFT ACROSS THE RIVER. I MEASURED LOTS OF TIMBER ABOVE LOGAN. WE RAN IT DOWN, LOOSE. I ATTENDED THE BOOM ABOVE GUYANDOTTE, WHICH WAS OWNED BY C. CRANE & COMPANY AND L. H. BURKS. I OPENED THE BOOM, AND RAFTED BELOW THE BOOM. AFTER BURKS JOINED CRANE I WORKED FOR BOTH OF THEM.

"GORGES WERE OFTEN A MILE, OR TWO LONG.

"THERE WAS A STRING BOOM AT MOUTH OF MUD RIVER--LOGS CHAINED TOGETHER".



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The Guyandotte Navigation

By F. B. Lambert.

The Indians or, possibly, other pre-historic men, were the first to use the Guyandotte as a means of transportation. Long before the coming of white men, they paddled their canoes up and down this narrow-bottomed ~~river~~ stream called by them, on this account, the Secouee. They had their homes and towns at various points along its banks, and on the creeks flowing into it. Here they hunted and fished and made war among themselves, until they were practically exterminated, the remnants moving north of the Ohio River, whence they could return for game, or to prey upon the white settlers that dared to encroach upon their hunting grounds.

The timber industry on the Guyandotte, at first, was very limited. There was little demand for lumber among the early settlers. Most houses were built of logs, and markets on the Ohio river were supplied by timber nearer home.

There were steam saw mills in Guyandotte, as early as 1820, but there was an ample supply of timber within a few miles of that place, hence, we may presume that there was little necessity to bring in timber from the upper waters of the Guyandotte or any of its tributaries. The supply of local timber continued till long after the Civil War, but rafting as an industry gradually increased until the coming of the ~~Upper Valley~~ Railroads practically put an end to this method of bringing out the timber.

The boats of the early settlers were crude affairs. They consisted of boats hollowed out into canoes very similar to some of those used by the Indians. Sometimes they made them of lumber, sawed at first, by the laborious method of whip saws, and made into john boats or joe boats, which were simple flat boats. These consisted

of two long pieces of lumber with planks about three feet wide nailed across them. The ends of the long timbers were cut off in such a way as to allow the ends to turn up. These were made tight by stuffing rags into the cracks or by painting the bottom and sides with a heavy coating of pine tar. The principal use of these boats was to serve as ferries. Canoes were used to transport goods from Guyandotte or Barboursville. As population increased, larger boats were needed and push boats were often substituted for the canoes. In this way, they carried most of the few articles which they found necessary to import.

These canoes were made by hollowing out trees. They varied in size depending upon the size of the trees from which they were made. Old man Isaac Spratt of Mingo County,

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had one sixty feet long, which he had made from a poplar tree. A barrel of flour or salt could be rolled into it crosswise, and fifteen or twenty barrels could be carried at a single load. It was an easy matter to come down stream on a rising current, but not so easy to go back. These canoes were often taken almost to the head of the river, and even into its larger tributaries. It was no child's play. These boats provided little protection from the frequent rains, and men often worked all day and sometimes into the night without shelter. It took about ten days to make a round trip from Gilbert, Mingo County, to Guyandotte, or Barboursville, and each man received a dollar per day. This was the plan followed till some time after the Civil War.

While the trade from the upper Guyandotte valley was not large, it was important. Virgil A. Lewis (p. ) states that in the year 180 , about nine thous- and bear skins were brought down the river and sold at Guy- andotte. The boats were loaded both ways. Venison, bear meat, wild Turkey, and other game came in considerable quantities to Barboursville and Guyandotte.

They also brought ~~came~~ large amounts of ginseng and other me- dicinal roots, ~~and took back~~ and maple sugar, in limited quantities. These were exchanged for such staple articles as flour, meal, salt, and small amounts of dress goods and other articles which the merchants of Logan and other points along the river saw fit to import for such of their customers as were willing to buy them.



Here insert the story of  
Guyana River Navigation.

"Guyandotte Navigation  
Company" but first copy  
the preceding paragraph on  
this page (59) — the 3rd  
paragraph. I missed it.



# The Rafting Industry

(Copy from p. 58-9 of the  
Laurac.) (Copy only to about  
 $\frac{1}{3}$  of p. 59)

These fleets were sold to lumber dealers in Cincinnati, Louisville, Kentucky, Jeffersonville, Indiana, or other cities down the river, and were floated slowly down the river, or in many cases towed by steamboats to their destination. The men built a cabin in the middle of the fleet, for protection against wind and cold. Here they sometimes prepared their meals. The men who brought the rafts down the Guyandotte seldom went on the fleets. These crews were usually made up at Guyandotte, or near the mouth of the river. More skill was required for raftsmen, hence, they received better wages than other classes of labor.

At Guyandotte, the raftsmen received their wages, and were now ready to return. After loading themselves with an ample supply of corn liquor, and sometimes giving the town a taste of high life, they began their march up Guyan.

They often traveled up the river, in crowds of fifty or more. They were usually accompanied by one or two old "fiddlers" who entertained them at night when they were gathered around their camp fires, or in the yard of inns, at Barboursville, or at houses along their route, where people made a business of caring for them.

The writer who lived on the Barboursville - Salt Rock road, about four miles from Barboursville, remembers distinctly one such crowd of rascals of about a hundred men passing his home, one night, about 1896. These men were gloriously drunk and filled the air with such cursing and yelling as one hears not more than once in a life time. It was just such a crowd as this that was in Barboursville the night when John Thomas Moore was murdered by Dave Stratton of Logan, the story of which will be found elsewhere.

## Interviews with Sam Bias.

A short time before his death, I had several interviews with Sam Bias, who, at that time, lived ~~in~~ in Huntington. He was a son of Snuggy Bias, who lived on the east side of Guyandotte River, at the Falls of Guyan. He was a timber man for many years, and kept <sup>and fed</sup> raftsmen, on their trips to or from Guyandotte.

Sam Bias was a timber and lumber man most of his life. He was raised at the Falls and few men had a better opportunity to know the history of the river better than he. He said: -

"I followed in the footsteps of my father, and timbered most of my life. I timbered for at least forty years, in a hundred places, on Guyandotte river, and many of its creeks, on Mud river, and on Little Guyan Creek up the Ohio River.

"I have heard my father and Uncle Jim Bias tell about boating above the Falls of James River, and bringing hoop poles and tanbark over the Falls. I grew up near the Falls. I timbered for Dave Workman on Limestone Creek below Chapmansville, and on Big Lely and other creeks.

Bob Lewis had splash dams, on Four Mile. He came here from Ohio. He had a saw mill on Upper Two Mile where he sawed large timbers and floated them out in rafts.

"Pullet" Cummings had a dam on the Left Hand Fork of Mud river.

"I have seen hundreds of rafts come down the Guyandotte and have heard their songs. I remember one or two."

"I went down to Town  
to get me some kraut,  
I ate my belly full, oo hoo, oo hoo,

"My daddy said yes,  
my mammy said nout,  
oo hoo, oo hoo."

"After reaching Guyandotte, all  
got drunk."

"Their songs were started from  
the lower raft, and repeated from  
raft to raft, until the last one  
was reached"

"As many as a hundred and  
fifty raftsmen met at The Falls  
and staid at my father's. It was  
sometimes dangerous to take a  
raft over the Falls, and ~~my~~ they  
often hired my father act as  
steersman."

"Sampson Johnson often ran  
rafts. He lived at the mouth  
of Bear Creek. The water was  
high, and he was taking a  
raft down the river. He came  
to the Falls and was advised  
not to attempt to take his raft  
over them, as it was dangerous  
at that time."



It was too high. He said he would "take her through, or ride her to Hell." He did. It was his last ride. His wife, Betsy Ann Johnson, continued to live at the mouth of Bear Creek, and one of her sons, Ennis Johnson, and <sup>west Hamling</sup> were blown up with dynamite, below <sup>several</sup> years ago. Samp Johnson's property was appraised in 185 I think Samp was a brother to Andy Johnson of Bear Creek.

My father had a very large house near the eastern end of the Falls of Guyan, and kept raftsmen returning from Guyandotte. He came to the Falls just after the Civil War. Mother often cooked all night for as many as a hundred to a hundred and fifty men. My father used to boat hoop poles and tan bark over the Falls of James River.

Raftsmen walked back from Guyandotte. There were about three men on each raft I have seen the river full of rafts from Barboursville to Guyandotte.

Quite often there were hundreds of men in Guyandotte at one time. They were a merry bunch, especially when they had a supply of whiskey. They always drank freely at Barboursville or Guyandotte.

Pete Dingess used to climb up on a ladder in Guyandotte and pretend to make speeches to taunt the officers or citizens supposed to be fighters. He would open up with:

"I am God. Millions of men bow down to me", etc., followed by wild cheering. Officers of the law went to cover.

Once on the way home, a crowd of raftsmen met a colored man below Barboursville pulling hay on a waggon

not  
The ran at him and frightened  
him and he made for cover.

One of the raftsmen's songs went  
like this:

1\* Old Aunt Sally's good enough for my baby,  
Old Aunt Sally's good enough for me!

Paris Brumfield, Jerome Shelton,  
Pete (called fool but really smart,  
and liked fun) were all present  
once when ~~Peter~~ Duggess was making  
one of his speeches. A town marshal  
Fuller tried to arrest them,  
but couldn't

Crawley Bill Smith of Crawley's  
Creek, Logan County had a hotel  
on the Ohio River in Guyandotte,  
Henry Thompson also kept one  
above the end of the Third Avenue  
bridge and Nan Thompson ran it.  
I believe they also were from Logan.

Sometimes the rafts, at Guyan-  
dotte broke to pieces and went into  
the Ohio River. Many men had  
their last dollar tied up in these  
rafts, and when they broke and  
escaped into the Ohio River,  
many of the logs were lost, and  
their owners were left bankrupt.

## Fleets

Often twenty-five to thirty rafts were joined together into a fleet and taken to mills to various points along the Ohio River - to Ironton, Maysville, Cincinnati, ~~Louis-~~ville, Louisville, Kentucky, or Evansville, Indiana where there were saw mills. Here they were sold to timber buyers. Five or six men could handle a fleet of rafts. Large ropes were used to check them. Many good raftsmen from up the river were afraid to go out on

the Ohio, and new crews had to be recruited at Guyandotte. John White was one of the pilots. I made a number of trips down the river on these fleets. I remember once when our fleet would have gone over the dam at Louisville, a steamboat came to our ~~rescue~~<sup>rescue</sup>. During the Civil War, there was a great demand for lumber, by the Government, for building ships.

A shanty or little house was often built on these fleets in which meals were prepared. This was before the Civil War. I was the cook. No whiskey was allowed on these fleets, but John White had to have it, and when we reached Maysville, Kentucky, he would send out and get a bottle.

Once, a man named Keyser, from the mountains went on one of these fleets to Louisville.

He got drunk and some of the men carried him, and laid him in front of a hotel. He woke up and saw the lights to carriages, and in the buildings and streets, raised up and said: "I am in Hell".

In 1875, my father left the Falls and came to Guyandotte and ran a hotel on the lower side of Guyandotte street near the Ohio River. He staid there about two years, then went to a farm up Mud River. Many raftsmen staid with us as well as at other hotels there.

Timbering and rafting was a dangerous business. "Double Tush" Adkins was drowned while rafting timber at the mouth of Nine Mile Creek. His brother was killed by logs at Big Lely. Leander Fry and I were about a hundred yards below them.



He came swimming or floating down the river, and said: "O Sam, I'm mashed all to pieces."

Seven yoke or teams of the largest oxen to be had, even from Kentucky, were used to haul the timber from the hills to the river. We used no horses or mules, but some, no doubt, did so.

I have made as much as a hundred dollars a day timbering. Bill Thacher of Cincinnati, bought more timber than any one else that I knew. He had but little education, used other people's money. ~~He~~ <sup>He drank but</sup> was very popular.

He took men like Creed Hensley and Al White to measure timber.

There were but few mills up Guyan. After the Civil War, Bob Lewis brought a saw mill to Upper Two Mile. In my early days, lumber was whipsawed.

men were very skillful with the broad axe.

Steamboats ran as far as the falls, and sometimes as far as Logan. Backwater came as far as Fall Rock. I went on a trip up Guyan with several push boats.

We ran rafts from the Falls to Guyandotte in one day. We usually took a snack along. It took two days to bring a raft from Logan.

Almost every man along the river was a raftsman. Bob Fuller and George Gibson were employed by Cole and Crane, who were, no doubt the greatest timber dealers on the river.

Doc Suler, town Marshall at Guyandotte once tried to arrest Paris Brumfield, but Paris knocked him through the window.

It took about a week for a push boat to make a trip to Logan. When the water was shallow they often had to be unloaded and the goods carried to a place where the water was deeper. They also had to be unloaded at places like Husberrry Dam, or at the Falls of Guyan.

## Push Boats

The men who ran push boats usually took blankets with them, and camped out on the bank, unless it was rainy or wet, when they went to some house along the river where they kept river men.

Big John Justice and two other justices were merchants at Logan. The goods went to them. Long before the war, Anthony Lawson was a merchant in Logan, and bought his goods on the eastern markets, shipped them overland probably by the B. & O. railroad, and brought them <sup>down</sup> ~~up~~ the river ~~probably~~ by steamboat, unloaded them at Guyandotte, and brought them to Logan by push boat (It was on one of his trips to the east, when, on his return, he reached Guyandotte, took sick, and was buried in the old cemetery, near the ~~the~~ Fifth Avenue bridge over Guyandotte River - J. B. Lambert)

Many men run these push boats. They used long poles and walked from one end of the boat to the other.

I bought considerable timber and did much rafting. Leander and Marion Fry worked for me and helped me raft. I bought three hundred acres of timber of old Dan Fry.

It took about a day to make a raft. An ordinary raft consisted of about thirty-three logs, but sixty logs ~~was~~ of poplar, were often placed in a single raft. An oak raft was usually about three lengths of eleven logs each. These rafts, at first, were put together with tie poles crosswise fastened with wooden pins. Poplar logs were larger, hence, were cut in shorter lengths. Oak logs were often cut full length - sixty feet or more - hence were a hundred eighty to two hundred feet in length.

On trips to Jeffersonville, Indiana, and other trips down the Ohio, we usually returned to Guyandotte, on steamboats.

On timber fleets some slept in the cabin while others watched. A steamboat ran up on us one night at Manchester Island above Cincinnati. Fortunately, it didn't do us much damage but it might have done so. We had lights on each end, but evidently they could not be seen for the fog or mist.

I never knew of but one batteau here. They were used pretty generally by my uncles and others on James River. Jim and Will Bias built one here at Guyandotte. It was twelve feet wide by sixty feet in length and would carry several tons.

Pushboats were somewhat smaller and were often eight or ten feet wide and sixty feet in length.



Green Mitchell made them at the Falls. The bottoms were sawed with whip saws, and the floors were of tough oak. They were covered with hemp, and then pitched with pine tar.

The flood of July 1875<sup>m</sup> killed the corn and wheat and flooded the bottoms and destroyed houses. Barns, <sup>haystacks, and wheat stacks</sup> were seen floating down the river. This flood lasted a month or more. It killed much vegetation and the smell of decay was terrible. Both Guyan and the Ohio rivers were flooded. A cow went down in a pen. Chickens were seen crowing on haystacks. There was destruction of barges and boats which were carried out on the flood and were lost.

Raftsmen's wages averaged about a dollar a day, or about three dollars a round trip from the Falls. Eight or nine tie poles were used across the rafts, and logs were of different lengths so as not to weaken the sections.

Charley Conley went to the pen for life in Logan Co. was pardoned by Hatfield? and died with flu in 1918. Served 11 or 12 yrs.

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By John (Capt) Conley.

The G. V. came to Logan in 1904 on the birthday of the son of Mr. Wheeler - Aug. 17, 1904. (See Logan Democrat.)

Mr. Conley says: - I have many a trip on rafts to Guyandotte. Staid at Mrs. Darlings.

Once the river was high (1900). The traveling men all had to go by dingy. Guy Peck furnished whiskey on the trip, Mr. Lawson made the coffee on a platform covered with sand. Several drummers - Peck, Bill Armstrong, a hat drummer, Charley Logan of Charleston for Payne's Shoe Co. and - Davis

an insurance man of Indiana all went along. Backwater prevented them from getting to Hengess. I was the pilot. The trains came to McKiff and Armstrong, Lawson, Chas. Logan, — Davis, and J. M. Moore, owner of the raft got off there, some left their trunks on the raft for me to take to Guyandotte. We had to cross the Falls. Some of us told these drummers to climb on their trunks to keep from getting wet. Hugh Toney in 1879 (or about) blasted the falls out. Congress had appropriated money to improve the Ohio & its branches. The engineers at Cincinnati authorized him also to take out the Hesenberry dam. Hugh Toney lived at Chapmansville. He was in the Legislature. He was a

large portly man, smart,  
and a good man. He knew  
the needs of the river, removal  
of trees, rocks, etc. He removed  
these obstructions.

Mr. W. says he never heard  
of but one man drowning  
at the falls.

I staid 3 consecutive  
Thursday nights at Godfrey  
Sciles. His dawns. were good  
cooks and appetites. Jim Justice  
a Logan Co. man married a  
dau. I have run timber from  
about 16 miles up — across  
from mo. of Huffs Creek. Charley  
and Anthony Cook, Brothers were  
owners of the timber.

Cole & Crane operated here  
about 1895-6. The Little Kanawha  
Lumber Co. came here first —  
went up the river just below  
Pineville, dry weather came on  
& they couldn't get it out.  
Cole & Crane came in. The  
Little Kan. Lumber Co. went

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bankrupt. Capt. West of Parkers  
burg was manager.

Old Geo. Bryant lived in  
one of the white houses kept  
rafts. Alvin Davis also kept  
them. He d. at Griffithsville?

Wilson Rodgers also kept  
travelers at Hensenberry

Geo. Bryant was a son  
of old Dr. Bryant of Logan City,  
who early kept a Tavern here  
Geo. Bryant sons John & Dan  
Geo. B. m. 1 — Dingess of  
Dingess Run

m 2 — Workman,  
mother of Geo. B. now  
of B'ville.

Most every one run rafts.  
The pilot got \$10 a trip  
and expenses — 25¢ for a  
meal.

W. B. Buskirk had a  
store where the Logan Theater  
now stands. He bought much  
timber.

The McDonalds, Howard Ellis,  
~~Ellis~~ Eli White, Sline McDonald,  
 Dave Hall, John Whitman,  
 Hugh Toney, J. B. Conley, O. M.  
 ("Mosco") Conley, "Coo" Conley, bro  
 to Capt. John Conley, Lewis White,  
 James Justice, Jim and Dave  
 Chambers, Rusk Skaggs, Bob  
 Dugess, Wallace Perry. Scott  
 He Jounet grandfather? of Scott  
 of Salt Rock, Joe Perry, Ep  
 Justice, Alex Trent, Bruce Christian  
 Scratch Vance, Sam & Wes Stafford.

A pirogue was a kind  
 of skiff turned up at the ends.  
 Easy to handle.  
 A balleanx was a larger  
 boat were used for driving  
 timber. Carried 5-6 men.  
 Safer than a skiff.

Flat boats were used earlier  
 An uncle of Mr. Conley,  
 Monteville Ellis had a leg  
 cut off at Lambert's mill. Caught  
 in the rope.



We staid also at Bal Swanns.  
Also at Ed Adkins at mo. of  
One Mill, Doc Morrison below  
Salt Rock.

Mrs. Darling was the leading  
place in Guyandotte, some  
times at Crawley Hills at Guyan-  
dotte, and Fatty Baumgardners  
at B'ville.

Mr. Conley b. July 9, 1872  
Father Oliver Conley, mother Harriet  
Ellis, dau. of James and Nancy  
Ellis of Island Creek. My grand  
father Thos. Jefferson Conley of  
Pulaski Co. Va. was in the  
Indian fight on the Island  
and was the fifth man to  
settle in Logan Co.

I was a condycolor  
passenger) 36 years. Ran one  
passenger train 27 yrs. One  
of my brakemen Wm. Guy  
("Libb") White, of Logan.

Mr. Conley was present at Guyan-  
dote when some rafterment threw  
Doc Suter out the window.

Enoch Barker and Oliver Enoch  
bought timber

Col. Geo. <sup>Rogers Clark</sup> Floyd son of Gov

Floyd of Va. came from Richmond  
and left his ideas in Logan Co.

He imbued the people here with  
his spirit which still rules or  
lives here. His bro. was John B.

Floyd was a general and  
another bro Geo. R. C. Floyd was  
a Colonel. A son of Col. F.  
still lives in Charleston - John B.  
Floyd.

Some early conductors.

Jack Hall was first passenger  
conductor, "Rosum" Williams was  
fireman (Huntington) The train  
came in Aug. 17, 1904. when Webb  
was 20 yrs. old. In 1905, he became  
a passenger brakeman 1911-1912

## Steamboats

"I ran the J. T. Hustler, a small steamboat, after the War. I have the old record book. Bird Burns kept the lock at Smith Creek. The Major Adrian sank before the Civil War, across the river from Inez. Her hull remained there for a long time.

The river, on slack water, was navigable, to Four Mile Creek, and much coal was mined just above there, and taken out on barges, before the War, and even after.

The Government bought and removed the mill dam, <sup>at Humberys,</sup> long after the War

Oct. 15, 1949.

YOUR FRIENDS AND MINE.  
By Wiatt Smith.

Before the push boat era which preceded the arrival of the railroad, navigation on the Guyandotte River was largely confined to dugouts, or canoes. These boats, used by the residents, were not Indian canoes, but were made of logs, hollowed by axes, and sometimes by fire. Thomas E. Miller, of Barboursville, who recently told me something of the old push boats, remembers seeing some of the dugouts. One of these, which he saw, was wide enough to hold a barrel of flour, laid sidewise. The dugout was a solid craft, but was tricky to ride in. If the operator or the passenger failed to preserve perfect balance the dugout was likely to turn and spill him into the water. Mr. Miller brought me a copy of the History of the Barboursville Community, prepared by his father, J.W. Miller and published by the agricultural extension division of West Virginia University in 1925.

J. W. Miller, widely known as Uncle Billy, wrote: "It would, no doubt, create much consternation herein Barboursville to hear about whistle for a gate to open at the lock, so the steam boat could pass through. Then the police clerk went down to assist the ladies and children ashore. Ye, we saw just that 65 years ago. Guyandotte river was locked and damned by the New York Navigation company, as far as Branchland. Seven locks were put in at great expense, in order that the company might ship out coal. This was the beginning of coal development in the Guyandotte Valley. These locks and dams had no keepers during the civil

By Greeley Isaacs

The rafts, from Wyoming County, — were short. The special raft mentioned was three logs wide, and about 100-125 ft. long — probably 15 logs, in all.

Bobby Ross of Madison Creek and his two boys, Hugh and Robert Jr. Timbered, on Madison and Smith Creeks, in the 1870's and the 1880's. He owned much land, on these creeks.

Push Boats

By J. C. Whites

The Godbys used push boats to bring goods up the river.

Sam Bias, a son of ~~St~~ Sully Bias, who lived at the Falls above Branchland, had many an opportunity to see the raftsmen, as they came down the river. No doubt, he often came with them. He said: "Push boat men usually took blankets along with them, and camped out on the bank. They built a wood fire, and did their own cooking. "Big" John Justice and two other Justices were merchants, at Logan, and brought their goods up the river, on push boats, propelled by long poles, in the hands of the raftsmen. It was slow business.

I bought three hundred acres of timber, from old Dan Fry. Leander and Marion Fry worked for me, and helped me with my rafts. It took about a day to haul the timber, from the woods, to the river. One team could haul eight to ten logs per day. We put thirty-three logs to a raft. If we had poplar timber we often put about sixty logs, in each raft.



Poplar logs were larger, hence were cut, in shorter lengths. An oak raft usually consisted of eleven logs, in one length, with three lengths to each raft. About thirty rafts of poplar logs, were often brought down together, in one fleet.

Oak logs were often cut in sixty foot lengths, and made into rafts 180 to 200 feet long. Sometimes, we took these rafts, to Jeffersville, Indiana. We could not go over the Falls, at Louisville.

We came back, to Guyandotte, on steamboats.

On timber fleets, some slept in the cabin, while others watched. A steamboat ran up on us one night, at Manchester Island, above Cincinnati. It didn't do much damage, but might have done so. We had lights, on each end."

"I never knew of but one bat-Teaux here. They were used, in Virginia, on James River, by my uncles and others. My uncles Jim and Will Bias, built one here, at Guyandotte. It was about twelve by sixty feet, and carried several tons of freight."

They brought the pattern here from Amherst County. Pushboats were usually about eight to ten feet wide, and sometimes were sixty feet long. The gunwales (sides) were cut from large poplar trees. Green Mitchell often made them, at the Falls of Guyandotte. The lumber for the bottoms was sawed, by whip saws, from tough oak timber. The cracks were "corked" with hemp, and "pitched" with pine tar."

"The usual wages paid raftsmen was a dollar a day, or about three dollars, for a trip from the Falls, to Guyandotte. Logs were of different lengths, so as not to leave the sections weak, at the junctions. Eight or nine tie poles were used across the rafts. They were, for a long time, secured by wooden pins, later, by heavy iron spikes."

"Sometimes rafts were made of logs belonging to different neighbors. They divided the proceeds."

Bob Lewis did much timbering. He lived, at West Hamlin

David and Ephraim Keyser were my partners sometimes.

Samp Johnson, at one time, probably, about 1850, was on a raft, above the Falls. The water was high and dangerous. He was told not to risk going over the Falls, but, he said he would do so, or run her into hell. The raft bowed, and he was drowned.

These Falls were very dangerous, and experienced raftsmen were not anxious to take chances trying to cross them, at such times. "Dick Chambers, brother of Rev. Burwell Chambers was drowned, at the Falls."

"Goebel and Prichard bought timber and branded it with a fish. Engines and pulleys were used to pull logs up the river banks, to the mills. One yoke of oxen, at Louisville handled logs, that we used several teams for.

There were mills, at different places along the Ohio, but most of our timber went to Cincinnati, or Louisville.

5.

"Tram roads were used in later years, to get the timber out of the hollows. They were similar to narrow gauge railroads, with ~~new~~ wooden rails made from long sawed timbers. Experienced wood choppers cut the timber. It had to fall just right, or it was very difficult to get out."

"I timbered nearly all my life. I ran 15 or 20 fleets, down the Ohio river, to Louisville, Kentucky. I drove oxen on Guyan river, Mud river, and little Guyandotte. I was raised, at the Falls of Guyan. My father lived right at the Falls, on the east side, in a large house.

"Bob Lewis had splash dams, on Four Mile. He came from Ohio. He had a saw mill on Two Mile where he sawed lumber, and ran it out like rafts. There were many splash dams, on Mud river. I also timbered for Dave Workman, on Limestone Creek, in Logan County.

"It was below Chapmansville, on Big Ugly and other creeks."

"Raftsmen used to start a song at one end, usually the lower end, of the raft. They would sing a line, then the raftsmen just above them would sing another until it had gone to the upper end, and continued till it came back to where it had started. I only remember a few lines.

"I went down to town to get me some kraut,

"My daddy said 'yes', my mammy said 'noub', oo hoo, oo hoo."

"The raftsmen often got drunk when they reached Guyandotte or Barboursville." On these occasions, they were very rough, and sometimes dangerous. Old man Thompson, Bill Smith, and others had hotels, at Guyandotte."

Slave Stratten is said to have killed John Thomas Moore, at Barboursville, by cutting him with a knife. He denied it, and finally came clear. Laban J. Moore, and James H. Ferguson were lawyers, in

in the case.

"Old man Thompson kept hotel, at the end and above the suspension bridge. My father often kept from 100 to 150 men, at his home, at the Falls. They slept in the yard, and often paid him to steer their rafts over the Falls"

My father came to the Falls just after the war.

I have seen the river full of rafts, from Barboursville, to Guyandotte. They often had several hundred men - three to each raft. They staid any where they could. They were all happy when they came, but soon got drunk. They usually walked home.

Pete Dingess used to climb up on a ladder, in Guyandotte and make speeches: "I am God. Millions of men bow down to me," etc. Then he sang:

"Old Aunt Sally's good enough for any body.  
Old Aunt Sally's good enough for me."



"They usually walked home. On one occasion, a negro was loading hay, on a wagon, between Guyandotte and Barboursville. The raftsmen ran at him, and frightened him so badly, that he ran and left his team."

"Sometimes, when the water was high, many rafts broke loose, at Guyandotte, and floated down the Ohio. They broke up and the logs were scattered and lost, and their owners were bankrupted."

"About five men were sometimes used to pilot a fleet of 25 to 30 rafts, and large ropes were used to check them. During the war, the Government wanted much lumber to build ships. John White often piloted these fleets. When we reached Louisville, we were often saved from going over the Falls, by steamboats coming to our aid."

"On one occasion, a man named Keyser, from the mountains, went to Louisville, on a raft. While there, he got drunk, and was carried and laid in front of a hotel. He woke up and saw the lights to carriages, homes, hotels, etc., and said: 'I am in Hell!'"

"Double Lush Adkins was drowned at the mouth of Nine Mile, while timbering and rafting. ~~at the mouth of the~~ His brother was killed, by logs, at the mouth of Big Lyle. Leander Fry and I were about 100 yards below them. He came down and said: "O Sam, I am mashed all to pieces."

"Seven yokes of ox teams of the largest oxen that could be found, in Kentucky, were used to haul out timber. No horses or mules were used!"

"I sometimes made as much as a hundred dollars a day timbering. Bill Thacker of Cincinnati bought more timber than most any one else. He always used other people's money. He drank, but was quite popular. Creed Hensley and Al White were generally used to measure timber. In my early days, lumber was sawed by whip saws. Men were very skillful with the broad axe, in hewing timber."

"Steamboats ran to the Falls. Back water sometimes came as far, up the river, as far as Salt Rock. When I was first grown, I went up the river, with two flat boats, or push boats, as they were called. It took a day to run from the Falls, to Guyandotte: but two days from Logan."

"Rafting and Timbering was about all there was to do, hence every man was trained in that way. Bob Fuller, and George Gibson were employed by Cole and Crane, great timber men."

"I am going down the river, yes, yes," was an old raft song.

"My father kept hotel near the Ohio river bank, on the lower, or western side of Guyandotte Street. "Crowley" Bill Smith kept on the Ohio River, above the ferry."

"Henry Thompson kept on Guyan Street, just above the Suspension bridge."

"Tanbark, hoop poles, slaves, etc., were shipped to Cincinnati, from Seven Mile, Tom's Creek, and other places when I was a boy"

"Doc" Suiter was a town marshall, at Guyandotte, and came to one of the hotels to make some arrests of raftsmen who were boisterous. Paris Brumfield put the window, No arrests were made that day.

"I once made a trip to Logan, in a flat boat loaded with goods. Some used a kind of batteaux. They were pointed at the ends like a skiff."

These pushboats sometimes had to be unloaded, and the goods carried up the river, to a deeper place. It took about a week to make a round trip from Logan to Guyandotte!

By W. M. Carler

Furrellsburg, W. Va. 1843

"I have run logs and rafts, to Guyandotte, many times, in rafts or fleets of about 150 to 200 logs. Early rafts were held together by hickory pins, about 2 by 12 inches, driven into augur holes bored in the logs, in such a way, as to hold the tie poles in position. These were of oak or hickory."

"I have brought rafts from about 10 or 12 miles above Gilbert. Many came from as far up the river, as Pineville, in Wyoming County. Cole and Crane were the first to run rafts, on a large scale, but even they only rafted - in fact, drifted when there was a good tide."

"I was on the water that cold Saturday, about 1800. People froze to death, finger and toe nails froze off, but we went on."

We had a four log raft—each log averaged 12 to 14 feet, and 40 inches at the tip, and, in some cases, even 60 inches on the head of Sycamore.

We brought logs down the mountain side, after peeling them and sawing them into lengths of 12 to 60 feet. We used cant hooks to get them off the hills, but they often slid off, unless they ran into a hole where a tree had uprooted.

From up the hollows, sometimes as much as a mile and a half, we used mule and ox teams to get them down where there was a place to hitch the animals, then hauled them to a skidway, on a wagon, and brought them to the log yard, on the river. Next day, or sometimes, in a week or two, we rafted them, and were ready for the trip down the river.

We had team drivers, and "log booters" to slip them off the hills, to the team men.



Splash dams were used on creeks. Three of them were, on Cub Creek, in Wyoming County, where I was raised. It flows into Guyan from the right going up.

When we reached the mouth of the Guyandotte, we often were unable to tie the rafts to the bank, — our lines would break, and the rafts would float out, into the Ohio river, and we had to hire tow boats to bring them back. There were booms above Guyandotte, but they would only catch loose logs, not rafts. These rafts were usually taken down the river, and sold to the mills there. Booms wouldn't catch rafts, and when they escaped into the Ohio, they were often sold, in Huntington, and sent on with tow boats.

Jan. 30, 1943.

1.

George Henry Bias of Guyandotte was an experienced timber man. He worked a number of years, for Cole and Crane. He says:

"No rafts came from any distance up Mud river. The timber was floated down, by men following it along the banks, and pushing it into the stream, by poles, when it caught against the banks. No rafting was done on Mud River, except, at ~~the~~ its mouth. I measured timber for the Cole and Crane Companies, and Lue Burkes, after Sam Hayslip got crippled up. Rafts may have been rafted a short distance up Mud when the backwater reached up far enough. There was a boom some distance above Barboursville, in the Horseshoe Bend. A boom was essentially a raft extending lengthwise, across the river, and tied securely.

"I measured much Timber above Logan. We floated it down loose. I attended the boom above Guyandotte owned by Cole Crane & Co, and by L. H. Burkes. We opened the boom and rafted below it. Gorges were often a mile or two long. After Lew Burke joined Cole & Crane, I worked, for both of them..

At the mouth of Mud, logs were chained together to make what was known as a string boom.

Ewell Bias of Guyandotte gives a lot of names of river pilots, as follows:

"Bub Shelton and Morris Bias of West Hamlin; Mose Tony of Little Hart Creek; Elisha Chapman of the Mouth of Four Mile Creek son of Captain John Chapman; Buddy Adkins of Fall Creek, son of old Sherd Adkins of Branchland; Perry Johnson of Bear Creek, son of old John Johnson, and brother of Andy Johnson and others there; William Adkins of Ranger; Jerry Lambert Jr., son of Jerry Lambert, the miller, who lived below Hart's Creek. Godfrey Sciles, and Hiram Sciles and his boys; Leander Fry of Big Lgly; Charley Brumfield of Big Hart and many others."

"Mrs. Darling kept a hotel on Guyandotte Street, below the bridge. It was a good place."

"On their way home, raftsmen staid at Bal Swann's, Godfrey Sciles, and, at Edward Adkins at the mouth of One Mile. Green Franklin kept a place

above the mouth of Four Mile, but on  
the opposite side, a half mile above  
Branchland. Holl Cummings also  
kept them, at Laurel Hill.

### ← Steamboats on the Guyandotte.

The first steamboats ever run up the Guyandotte were the "Alto" and the "Major Adrian". They made the trip together, on the 30th day of November, 1854. Neither of these boats made more than a few trips. They were followed, by the steamer, "R. H. Lindsey" which made her first trip Jan. 26, ~~1854~~ 1855.

As she passed under the C & O. railroad bridge, at Guyandotte, her chimneys were knocked down, but she was detained only a short time. She was owned by Guyandotte citizens, and was commanded, on this trip, by Captain A. Finch, but later, by Major Jerome Shelton of West Hamlin.

On her <sup>maiden</sup> first trip up the Guyandotte river, to the Falls, she carried many of the citizens of Guyandotte free of charge. The cause of the accident, at the railroad bridge, at Guyandotte, was the fact that the temporary trestles had not been removed.



The boat stopped at Barboursville, and took on a few passengers. They tied up, at Salt Rock, and remained for the night, and went on to the Falls next morning. The citizens gathered at ~~the~~ Lusenberry Dam, and at Barboursville, and greeted the boat, on her return. The "Linsey" only remained, on the Guyandotte, for a few months, and early in March, left for the Portsmouth & (Pomery) trade. After this, various small boats plied the Guyandotte, until the flood of '61 washed out the locks, and with but few exceptions, put an end to steamboat navigation, on the Guyandotte river. Other small boats ran for short periods. One of these small boats, about 1860, sunk between Smith Creek, and Salt Rock. The Major Adrian returned and became a regular packet, for a few years.

The rise of September 1861, was the most disastrous flood, that has ever occurred, on the Guyandotte river. Ben Swann had charge of the locks, at Husberrry Ham. He said that, by actual measurement, taken, at that place, on September 29th, there was a perpendicular depth of thirty feet

William Ward (1943)

I worked in timber, on the Guyandotte. I had contracts with many timber owners to catch and sort their logs, and raft them, for each man. John Justice of Logan paid me a dollar a day to catch his logs. Where there were odd "brands", I rafted them all, in single rafts - sometimes 25 or 30. Lew Burks would sell such rafts, and sitle later with the owners. He paid me. I have helped take rafts to Ironton. A tow boat owned by the boom company would sometimes tow whole fleets of rafts down the river to Cincinnati, to a large saw mill owned by Cole and Crane.

Sometimes they didn't raft the timber, but built a boom around it, and often floated as many as 1500 logs down the river. Sometimes they hitched a tow boat, to the front end,

and backed the whole boom down the river. It took about 24 hours."

"I have seen as many as six or eight hundred raftsmen, in Guyandotte, at one time. There was much drinking and fighting, and they were very noisy. There were several hotels. Bill Smith, known as 'Crawley Bill' — he came from Crawleys Creek, in Logan County — he kept a hotel, on the Ohio River. Mrs. Lettelle kept raftsmen. She had married first, a Mr. Darling, and then ~~Mr.~~ Lewis Lettelle. Their place was on Guyandotte Street, above the suspension bridge."

"The Bukey house stood on the Ohio river."

"Men from Indian Guyan, in Ohio, sometimes came over, and stole logs, at night. They would take them to the Ohio side, and lie them up, and claim they caught them there."

and thus get pay for them. Many logs did escape and go over there. In fact, thousands went out!

"Some of the mills below here stole logs when they were branded, in the ends only. Later, they were branded, in a number of places. Logs branded on the ends, when water soaked, would show the brand as much as two or three feet, into the logs.

Harry Gordon had a mill, about Seventeenth Street. He came up to Guyandotte to Wilson's Mill, and recognized his brand, on a log being sawed by Bill Hietz. Mr. Hietz ran off, for about two years. In the meantime, Gordon sold his mill, before he returned, hence, never prosecuted him.

Many fleets or strings of rafts, with a shanty on top, went down the river.

Towboats could take fleets out cheaper than men could or would.

Bob Fuller, of Guyandotte, was born October 22, 1862, and came to Proctorville, from Russell County, Virginia. He began work for Cole and Crane, in 1880. He said: "My first experience in rafting was, in 1880, on the Guyandotte boom, owned by Cole and Crane. The Little Kanawha Company first ran the boom, then Cole and Crane took it over. I have run timber from Logan Court House

We used to "brail" rafts or timber, in fleets, for towboats. To "brail" means to make a kind of boom, on each side, and shove the logs down, and close both ends, and then put poles across the "brail" to strengthen the mass so that towboats could take them to market. They would tear apart easier than fleets of rafts. This arrangement was only used in emergencies when timber was coming too fast, or too much.



The Timber was shipped to Cincinnati, where Cole and Crane operated five sawmills. I made many trips to Louisville, to the Point Lumber Co., above the first island, at Louisville.

We had a cook, on the towboat, ~~boat~~ <sup>boat</sup>, or sometimes we cooked on the fleet, in a shanty boat, for the purpose".

"The Point Lumber Co. often bought timber, in Guyandotte, after it was floated down the river. After ~~timber~~ The Inouen Lumber Co., the Cressy Lumber Co. of (Cressy) Iron, and other companies, at various towns, along the Ohio, bought timber. I followed the timber business, for about forty years. This all ended about 1914, in fact, the building of the Guyan Valley railroad put an end to most of it. Many rafts were sold to Bias Brothers, George and Andy Bias, son of William Bias

"Many raftsmen from the upper Guyandotte, were afraid of the Ohio river, and Guyandotte men tied up their rafts for them."

"Tom and Stewart Patterson were brothers, and served as boom foremen."

"Men from Smith Creek down, often caught logs floating down the river and lodging against the banks, and rafted them, and were paid twenty-five to fifty cents a log for them."

"I remember when rafts were fastened, by wooden pegs and tie poles. I did this before I worked for the boom company."

"We lost a good many logs when our boom would break. The logs would float out, into the Ohio, and men would cut off the brands and steal them. I never heard of prosecutions, for cutting off the brands, as parties doing so, were difficult to detect. Men from Smith Creek down to Husberrry ~~down~~ Dam were accused. 3

but it was never proven - hence, there were no prosecutions."

"Old man Bommer was said to have operated a boat here, during the Civil War - a floating saw mill. He kept it on the Ohio, or in the Guyandotte river, and went wherever logs were to be sawed. He was here after the War too.

The old ax handle factory was above the Fifth Avenue Bridge, on Guyandotte Street. Later, it was moved to a lot just below the brick stack. Clay Everett was boom Superintendent.

Low boats commenced operating, about the time Cole and Crane came here. Previous to this, rafts were run by hand, down the Ohio, about fifteen "strings", in a fleet. There was a steersman, on each end. It was really not as dangerous, as running on the Guyandotte."

Bill Mitchell and Theodore Webb were pilots of rafts going to Cincinnati,

and Louisville. The fleets ran day and nights, and others, Isom Wither, Bill Webb, and Louis Paleet, took Bill Mitchell's place, at night. Most of us got drunk, at Cincinnati, or Louisville, after rafts were delivered, and we were paid off."

"Ed Howard had a ship yard, at Jeffersonville, Indiana, above the Falls, and bought rafts, or whole fleets of timber."

"We came on palatial steamers, the Fleetwood, Telegraph, etc."

Burl Farley was a pilot also, and Bob Lewis, Holl Cummins, and Hiram Siles and his boys did much rafting and timbering. Equire Lowe, of Chapmansville, piloted his own timber. Browning Brothers of Logan and above, and Ep Justice of Gilbert, and Ben Justice who lived below Logan, ran logs and telephone poles, and sold the poles, to the Slant Company, of Ceredo.

Wash Hensley, from about Smith Creek, was the man who hit "Doc" Suiter, and knocked him out or

the windows at the Riverside Hotel run by Mrs. Fanny Letulle (Mrs. Darling) aunt of Marion Walker, and Nora Stephenson, who lives, in a ~~st~~ big stone house, on Main Street, about two squares up, a concrete house on the corner. Nora's husband, Victor Stephenson, was a river man. He had a small tow boat, and he and Grant Hays contracted towing and delivering timber."

"I believe the suspension bridge was torn down, about 1906. It had been condemned."

"Tauber and Wilson had a mill just below the C. & O. bridge"

"Old man Bonner had his mill just above the C. & O. bridge.

Just above Fifth Avenue, and across Guyan river, old man Thornton had ~~the~~ a mill. He was Superintendent, and Bud Womeldorf was sawyer of a mill run by the Ensign Company. Clay Mc Ginnis was assistant sawyer

"Bales" were made of light or poplar timber. Oak timber was rafted, by Cole and Craue.

They separated the brands and got them together, and took them down the river, in rafts. They were the only ones to "bale".



Jan. 5, 1932

"It took five or six days, and about six men to push a large boat to Logan. They had <sup>to haul</sup> the push boats around the dam, or unload and carry the goods. Skids were put under the boats, and all the men helped to put them over the dams. At other times, they hired oxen, or made a woodlass. Raftsmen often brought considerable quantities of rope with them. These were often wrapped around trees to check the rafts, by degrees, to land them. One steered the boat and about four men pushed. They started at the upper end and gradually walked back. They generally used pads, on their shoulders, to keep from hurting them. In shoals, they often unloaded part of the goods, to lighten the weight. It took about six days to make a trip from Guyandotte to Logan.

A man named Chambers, and another man named Conley, and Dave Lester were raftsmen, from Logan. Mack Johnson had a store, on the East side, below the Falls.

Boats mostly came down empty. There was nothing but timber and coal to bring out. There was a coal mine, at Four Mile, and coal was loaded on boats, and floated to Guyandotte. It was wheeled out of the mines with wheel barrows. Much coal went to Cronston, Portsmouth, and Cincinnati. I believe they re-loaded at Guyandotte, in barges, for points down the river. It took a little more than a day to come from Logan to Guyandotte, but six or seven days, to come back.

The mines were on the west side of the Guyandotte, above Branchland, and just above the mouth of Four Mile. At the Upper Two Mile, the river bottom is a solid bed of coal. Farmers, blacksmiths, etc., would pry up chunks of coal, for domestic use. Upper Two Mile is two miles above the Falls, and a mile above West Hamlin. Walden Beech and others used to hunt at the Falls, for silver. Coal was mined there before the Civil War, but not afterwards.

Later, people cut up the dams, and better mines were opened at Logan, or near there.

After the G. V. Railroad was built, mines were again opened, at Four Mile. Coal was carried in buckets, on a large wire, and dropped into cars. It was said to be a good quality of coal.

### Canoes

Canoes were dug out of large poplar trees, <sup>by the use of a foot adze.</sup> Sometimes one of them was owned, by two or three families. Sometimes they were used to haul goods, but flat boats could haul more. Sometimes people would come down the river 25 or 30 miles, to get a barrel of salt.

Skillets, pans, etc., were taken along, to use in cooking, which was often done on the bank.

## The Guyandotte Rafting

The boom was just below  
The Nickel Plant.

Will Richey kept a boarding  
house just above the bridge.  
Another was on Bridge St. bet  
Murphy & the bridge on lower  
or right side.

When the boom would break  
& logs would escape. Men  
would follow & raft them.  
A wooden-legged man, Dow  
Jackson of Callettsburg, used  
to stamp with a branding  
iron on the end of his  
wooden leg, and thus mark  
logs & claim them. He got  
many logs extra to his own.  
He was never caught. He was  
in the lumber business - Bought  
many rafts. We towed them  
for him to Louisville.

The markets were to  
Ironore, Portsmouth, New  
Richmond, ~~Madison~~, Cincinnati,  
Jeffersonville, Louisville etc

The Howards (James) built  
many large boats at ~~Louis~~  
Jeffersonville, Indiana

opposite Louisville, ~~many~~ <sup>some</sup> mills  
at Louisville

Rafts were rafted into  
fleets 600 - 800 ft. long &  
350 - 400 ft. wide.

Alex Handley used to own  
practically all the timber  
on 12 Pole & rafted it &  
floated to Cincinnati. It  
was mostly poplar. This was  
before the towboats started  
towing it in the early 80's  
Devil Anse Hatfield brought  
out timber. Raftsmen coming  
down the Sandy were afraid  
of the Ohio River. They were  
dancing and singing on the  
rafts coming down. Our  
boats got \$5<sup>00</sup> each for  
landing the rafts. If we  
didn't, the raftsmen would  
leave their rafts and swim  
ashore.

Often timber owners on  
Sandy brought their rafts &  
sold it at the mouth of  
the river.



rows. much coal went to Broudon, Portsmouth and Cincinnati. I think they were re-loaded at Guyandotte in barges for points down the river. It took a little more than a day to go from Logan to Guyandotte; the trip back took six or seven days.

There were mines on the west side of Guyandotte River just above the mouth of Four Mile and Branchland. These are in operation even yet. At Upper Two Mile, the river bottom is a solid bed of coal, and farmers, blacksmiths, and others often pried up coal to use at home. This was before the Civil War, but it was not mined after the war.

People cut out the dams, and better mines were opened at or near Logan.

After the Guyane Valley Railroad was built, mines were again opened at Four Mile. Coal was run down the hill over a large cable, in buckets, and dropped into cars. It is said to be a good quality of coal.



Gunwales and lumber for flat boats ~~were~~<sup>were</sup> first squared and then sawed with whip saws, one man standing over the pit and the other in it. Timber was hewed, and then smoothed with planes by hand. These timbers were held together by square nails, four, six or even eight inches long, with heads on them. These were made at Brantou, Portsmouth, or Cincinnati. In emergencies, they were made by local blacksmiths.

Boats did not often sink. A steamboat blew up about 1874, at Guyandotte, and several lives were lost. It was a passenger boat, but I have forgotten its name. Some of the people burned on her, were taken to the Riverside Hotel, I have heard.

At one time, there was a great log jam in the Guyandotte. Cables an inch and a half in diameter by a hundred feet in length were

snapped as though they were twine.

Booms were a later development after rafts. Timber was branded at both ends by branding irons, or special branding hammers. I used one made in the shape of a fish. It belonged to Goebel and Williams of Callettsburg, Ky. It was against the law to cut off brands. In fact, it was a penitentiary offense. However, many men took the risks. They cut off the brands, took the logs up creeks or back water, where they kept them for a long time, and finally sold them to lumber mills at Huntington, or elsewhere. When brands were first sawed off, the ends of the logs showed the fresh saw cuts. Both sides had tricks. The log owners often sent men up the branches in skiffs.

There was a large boom at the mouth of Mud River, and another, at Guffandotte, a short distance from the mouth of the river.

Push boat men usually took blankets along, and camped on the bank. They built a fire of wood, and did their cooking over it, or by coals on the ground.

Many men ran the pushboats, using long poles. They hauled goods up the river for the various merchants, among whom were Big John Justice and another Justice merchants.

Bob Lewis did much lumbering on the Guyandotte.

"Leander and Marion Fry worked for <sup>me</sup> (Sam Bias) in the timber business. I bought three hundred acres of timber from old Lean Fry, and Leander and Marion helped me raft it."

It took about a day to make a raft; a team could haul eight to ten logs per day, depending on the distance to haul, or the location of the timber. About thirty-three logs were used in a raft. Oak rafts averaged about eleven logs in width and three lengths.

There were about thirty rafts in a "fleet" of poplar. As such logs were larger than other kinds of timber, they were cut shorter.

On timber fleets, some slept in the cabin, while others watched to see that nothing happened to the rafts.

I sometimes helped take timber to the mills down the Ohio. A steamboat ran up on us one night at Manchester Island, above Cincinnati, but it didn't do very much damage. However, it might have done a lot. We had lights at each end.

I never knew but one batteau here, but many of them were in use on James River. My uncles used them there. My brothers, James? and Will built one at Guyandotte. It would carry several tons. It was made from a pattern brought here, and was about twelve feet wide by sixty feet in length.

Push boats were made about eight by ten ~~by~~ by sixty feet long. Green Mitchell made some of them at The Falls of Guyan. Lumber for bottoms was sawed with whip saws. The bottoms were of tough oak. The gunwales were cut out of large poplars. The cracks in the bottoms were caulked with hemp, and then "pitched" or covered with tar. Rafts were sometimes put in by neighbors. Each put in a number of logs, and when the timber was sold, the proceeds were divided.

There was a destructive flood in July 1875. It flooded the Ohio and Guyandotte river bottoms, killed the corn and wheat, and destroyed, or washed away the houses. Haystacks, wheat stacks, and barns floated down the river.

My father, "Smuggly" Bias was keeping the Hotel, at the corner

of Guyandotte Street on the Ohio River, in Guyandotte. I was timbering on Little Guyan Creek, about three miles from the Ohio River. I floated it out, on the backwater from the flood. It rained about a month, and the flood continued that long or longer. It killed all the vegetables and the smell of decay was terrible. A cow went down the Ohio in a pen. Chickens crowed from haystacks in the river. Father had to move from the hotel. There was much destruction of barges and boats, which went out, and were lost.



Rafts were 180 to 200 feet long. On trips to Jeffersonville, <sup>Indiana,</sup> we came back on steamboats.

Floors of push boats were made of tough oak, calked with hemp and then "pitched" with tar.

Raftsmen's wages were about a dollar a day. They earned about three dollars a trip from The Falls down.

Logs were of different lengths, so as not to leave the junctions of the sections weak. They were held together with tie poles.

The Mc Donalds of Logan were large tall men. They used to run rafts from Logan, and often stayed with Smuggly Bias at The Falls. Jim Nighbert was the richest man in Logan. He often staid at Smuggly.

Jeffersonville is directly across from Louisville. I, Dave, and Ephraim once took a raft down there. Thacker told us we would have to go to Cincinnati or Louisville to get the money as his partner was gone.

Samp Johnson was on a raft above the Falls. The water was at a low? ~~sub~~ stage and dangerous. He said he would run her into Hell. He did. His son Emis and another man were blown up by dynamite below West Hamlin. His widow Betsy Ann Johnson, lived on Bear Creek.

Hick Chambers, brother to Rev. Burl Chambers was drowned at the Falls.

Burl Chambers came from Big Creek to Logan

"Billy Joe" Adkins lived in the head of Cove Creek, on the head of Ten Mile and Fourteen Creek.

Rafts were sold to mills down the river. They used engines and pulleys to pull them up the bank.

One yoke of oxen at Louisville handled logs that we used whole teams for. There were mills at many places on the Ohio, but most timber went to Cincinnati or Louisville. We often used as many as seven yoke of cattle

to bring timber ~~of~~ out of the hollows. Good choppers cut the timber and had to use great care to have it fall right, otherwise they would be unable to get it out of the hollows.

Tram roads were used in later years. These were a kind of narrow gauge railroad, in which the rails were made of timber. The logs were rolled on to "cars", and brought out like trains.

There were few mules. Logs were hauled mostly by cattle. Cattle were sold according to size by girths. If they "girthed" less than seven feet, they were considered small.

Teamsters lived in shanties, or log cabins. They had large chimneys, and cooked their food, and slept in them.

(All above was by Sam Bias, son of Smuggly)

By Geo. Beas. Proctorville, O.,  
son of William & brother  
to Smuggly.

There was no rafting from up Mud River. It was only done at the mouth. I measured timber for Cole and Crane, and for Lew Burkes, after old man Sam Hayslip became crippled up. Rafts may have been rafted in Mud when the back water was up. There was also a boom about a mile or so above Barboursville, in the Horseshoe Bend. A boom is best described as a raft thrown across the river.

I measured lots of timber above Logan. We run it down loose, by merely following along the banks, and pushing the logs into the river.

I attended the boom above Guyandotte. It was owned by Cole and Crane and by Lew H. Burkes. The booms were opened, and rafts were formed below the booms.

Gorges were often a mile or two in length. After Burkes joined Crane, I worked for both of them. The boom at the mouth of Mud

was called a string boom. It consisted of logs chained together.

By Sam Bias

I timbered for forty years on both Guyan Lottle and Mud Rivers. I drove oxen and have timbered perhaps in a hundred places on Mud River as well as on Guyan Lottle and Little Guyan Creek. My father was a timber man just after the Civil War, and I followed in his steps.

I have run fleets of fifteen to twenty rafts down the Ohio River to Louisville or Jeffersonville Indiana. I grew up near the Falls of Guyan. Two of Jerome's Shelton's boys, John and another one, timbered with me.

Bob Lewis came from Ohio. He had splash dams on Four Mile and on Big Ugly. He had a saw mill on Upper Two Mile where he sawed lumber and run it out like rafts. There were many splash dams on Mud River. "Pullet" Cummings had a dam on the Left Fork of Mud.

I timbered for Dan Workman on Limestone in Logan County. It was below Chapmansville, and on Big Ugly and other creeks.

I hauled the timber from John Peyton's farm on Peyton Branch.



and from Henry Payton's farm, on Mile Creek.

Raftsmen used to start a song on the lower raft, and sing it line at a time. These songs were improvised. The lines were taken up raft by raft, until they reached the upper one miles away, and came back the same way.

They went something like this:

"I went down to town,  
To get me some kraut,  
I ate my belly full,

Oo hoo, oo hoo.

my daddy's cross eyed, oo hoo, etc.

All these raftsmen drank, and became quite unruly at times, in Barboursville and Guyandotte.

Dave Stratton, on one of these sprees was claimed to have killed John Thomas Moore of Barboursville. He denied it. I believe another man did it. Dave came clear. Labou T. Moore and James H. Ferguson were lawyers in the case.

A Mr. Thompson kept hotel on Guyandotte Street, lower side, and just above the end of the bridge. There was no dam at Laurel Hill. The last one was at the Falls



Bill Smith also had a hotel on the Ohio River, some distance above the mouth of Guyan River.

Often as many as a hundred to a hundred and fifty raftsmen met at my Father's at the Falls where he lived. They slept in his yard, and often hired him to steer their rafts over the Falls.

John Sciles lived about a mile up Bear Creek. I hauled timber from his farm. Later Andy Carter got his farm, and I again hauled timber from it.

My father had a very large house at the Falls, on the east side, and kept raftsmen. He came to the Falls just after the Civil War. Mother sometimes cooked all night to feed the raftsmen — as many as a hundred and fifty at a time. Thousands of rafts went down the river each year.

After bringing down their rafts, the raftsmen walked back. (Note by F. B. L. — I remember, about 1896, of say 100 raftsmen walking back, all drunk, and cursing, yelling, etc. Nannie L. remembers many such cases.)

They stopped any place they could stay. Frank Adams, who lived on Lower Tom's Creek, kept many of them. They were 'good pay'!

Pete Hingess used to climb up on a ladder, in Guyandotte, and make speeches; his object seemed to be to taunt the officers. They discreetly ~~kept~~ kept from sight. His speeches were of this nature:

"I am God! millions of men bow down to me!"

Another of their songs ran like this:

"Old Aunt Sally's good enough  
for any body,  
Old Aunt Sally's good enough for me!"

A colored man was loading a wagon with hay, on the road below Barboursville. A group of these raftsmen ran at him. He was badly frightened and ran away.

Sometimes rafts broke loose at Guyandotte, and went into the Ohio, and the owners lost all they had. Many of the bravest of these mountaineers were in deadly fear of the Ohio River, and refused to go any further. In case they could not

hold the raft, they went to shore, in any way they could.

It took about five men to take a fleet of twenty-five to thirty rafts down the Ohio. They use large ropes to check them. John White piloted them. On one occasion, when we were nearing Louisville, we would have gone over the dam there, had a steamboat not have come to our rescue.

During the Civil War, the Government needed lumber for ships, hence we had a good market for our timber.

We had a shanty on one of the rafts, in which we did our cooking, and some of us slept.

My father had a hotel in Guyandotte, before and after the war.

No whiskey was allowed on the rafts, but our pilot, John White had to have some, so he sent for some about Maysville, Kentucky.

A mountaineer named Keyser once went with us, on the fleet, to Louisville. He got drunk and

was carried and laid in front of a hotel. When he woke up and saw the lights to the carriages, and buildings, he exclaimed, "I am in hell."

My father came from the Falls to Guyandotte and ran a hotel, on Guyandotte Street, in 1875 to 1877 or 1878. While we were there, a steamboat blew up, and several men who were burned were carried up there till they were able to return home.

"Double Tush" Adkins was drowned while rafting at the mouth of Nine Mile. His brother was killed by logs at Big Lely. Leander Fry and I were about a hundred yards below him. He came down and said, Oh Sam, I am mashed all to pieces".

We used seven yoke of the largest cattle we could find in Kentucky, to haul out timber. Neither horses nor mules were used.

I made more than a hundred dollars a day timbering

Bill Thacker of Cincinnati bought more timber than most any one else. He always used other people's money and always drank, yet he was quite popular. He had no education, hence employed men like Creed Hensley and Al White to measure timber.

There were few saw mills. Bobby Lewis brought one to Upper Two Mile, after the Civil War. Most lumber for domestic purposes was whip-sawed. Men were very skillful with the broadaxe.

Steam boats ran usually as far as the Falls. When I was about twenty years old, I made a trip up Guyan on two trips with push boats. We started just after breakfast from the Falls, and arrived at Guyandotte by night. It took two days to make the trip down from Logan.

Every one could timber and run rafts for it was about all there was to do. Bob Fuller and George Gibson were employed by Cole and Crane.

I was probably the only eye witness to the falling of the C. & O.



bridge at Guyandotte, when seven men were drowned or killed. I was greasing a wagon.

Paris Brumfield, Jerome Shellon, Pete<sup>t</sup> Dingess (called "Fool", but not so) who liked fun were present when a Mr. Fuller, who was a constable or town marshall, tried to arrest them. Pete Dingess was making one of his speeches. Fuller failed to arrest any of them.

My Father's place was on the lower side of Guyandotte Street.

Henry Thompson kept above the end of the bridge. Crawley Bill Smith kept up the Ohio River, not far from the present ferry landing. Nan Thompson, probably wife of Henry Thompson ran his place. I believe they came from Logan.

Another rafting song was:

"I am going down the river, yes, yes,  
I am going down the river, yes, yes,

Doc Suiter was a marshall at Guyandotte. He came to the hotel to arrest Paris Brumfield. He knocked him out the window."



Wilburn Bias arrested Paris and Jerome Shellon. Wilburn was the only man Paris was afraid of.

Push boats often had to be unloaded and carried from shallow water to deeper water, or, in some cases, over or around dams.

I once made a trip to Logan with my uncles Will and Jim Bias, in a push boat, with goods. Usually two boats were taken up the river together. They were manned with about four men to each boat. Some used batteaux. They were large flat boats, shaped at the ends, somewhat like a skiff.

## Roughs of Guyan

This booklet is another of our Folk Studies of West Virginia, and gives a glimpse of another of our most picturesque regions.

### "The Roughs of Guyan."

The canyon-like valley through which the Guyandot River has cut its channel from Simon to Justice W. Va. a distance of nine miles, is known as the "Roughs of Guyan." Down through this chasm the Guyandot has cut its channel through the Upper and Lower Dotson Sandstones which seems to have been a continuation of the Cumberland Mountains that gradually folded upward as the stream which was older than the mountains gradually cut the channel down through the rising folds. The stream cuts its way in a zigzag course down through this narrow canyon, first plunging against a sheer cliff from 300 to 400 ft. on one side of the stream which diverts its course diagonally across the narrow valley until it strikes another cliff three quarters of a mile below. This zigzag course is continued thro the entire canyon. The Guyandot extension of the Virginian Railway has materially shortened its line by cutting graceful curving tunnels through the long jutting points opposite Simon P.O.

To the tourist standing on the brink of the unpaved road high on the bluff half way between Long Branch and the mouth of Big Cub Creek, the view of the Canyon far below is a sublime spectacle. The Virginian Railway winds its course down through the Roughs like a serpent - the beholder will perhaps see a great steam railway locomotive, of the great Mallet 800 type emerge from the mouth of the great tunnel opposite Big Branch - drawing 90 gondolas of the finest smokeless coal, in the world, to the great industrial regions of the Great Lakes. each car containing 120 tons of coal. And as the observer beholds - that great locomotive moves down the valley and enters the railway tunnel in the long point opposite Big Cub Creek, directly it emerges from the other end of the tunnel and crawls down through the old Peyton Justice Bottom opposite "Codger Town", and as he looks that number 800 enters the Lone Blankenship Tunnel above Salt River a mile below - then the astonished observer recovers himself and looks back up the Canyon and sees the real Cub emerge from the Big Branch Tunnel!

Big Branch, Big Cub Creek and Leatherwood Creek in the construction of this road great railway engineering feats were accomplished even surpassing that of the C. and O. Railway in the New River Gorge at Hawk's Nest.

### Burning Rock.

On top of the Huff Mountains, about three and a half miles north from the "Roughs", and four miles due west of Oceana, 3000 feet above sea-level is located what is known as "Burning Rock". From a vent of crevice in the top of this knob it is said that the warm fumes of gas exude from this crevice the heat of which keeps snow melted for some distance around the vent. All standing timber is second growth the primeval forest having been destroyed by fire. Pioneers heard the report of a gas explosion on this mountain on the night of Sept. 30, 1883, many of the Sandstones pebbles being carried down Upper Sturgeon Branch and Big Cub Creek as far as Guyan P.O. were burnt red in color, whereas all the pebbles in this section are brown sandstone. A steel fire tower has been built on this knob as a lookout for Forest Rangers. A truck road has been built to this tower by way of Lower Road Branch which makes it possible to reach "Burning Rock."

## Penn Cliffs.

Another bit of scenery near the "Roughs" is locally known as Penn Cliffs - a picturesque range of cliffs in a graceful curve in Little Huff Creek just above and to the left of the little steel bridge on U.S. Highway No. 52, above the town of Justice.

Penn Cliff was named for Mr. Penn, the traveling salesman who used to sell goods through this section.

This cliff is about 400 feet long, reaching a perpendicular height of 150 feet. It has six or eight large cavities in its face near the top. Uncle Thomas Wilson, now 72 years of age, and who lives near by, and the writer visited this cliff Dec. 6, 1938. The great horned owl, whose native haunts were in the dense hemlock forests of this region, used these crevices for nesting places for their young. Uncle Tom, when a young man, shot and killed many owls in these crevices, as they slept there in day time.

Here the great horned owls from Mingo, McDowell, Logan and Wyoming Counties and even from Pike County, Ky. used to gather in the gigantic hemlock trees surrounding Penn Cliff and hold their night vigils and their supper-time frolics. It is said that Captain Hugh Toney organized the Confederate Company, afterwards known as the "Logan Wild Cats" composed of 64 men, on the farm of James Justice just across Guyandot River from Penn Cliff on June 3rd 1861, and when the bugle call sounded the great horned owls of the region gathered at Penn Cliff



and engaged in their great "Renfro Valley" Barn Dance that night.

### The Place of the Most Splendid Echo.

Congressman John Kee relates that when he came to Wyoming in the fall of 1903 as the "Right of Way Man" for the Virginia Railway he went to the old County-seat town of Oceana, reaching there on horseback after night. He put up his horse and went to the Kelly Hotel for the night, and the next morning before going down for breakfast he went to the long upper porch for a smoke, and to get a bird's-eye view of the old town. In front of the old Court-house and little red brick Clerk's office he saw a group of old pioneer citizens standing by the old gate engaged in earnest conversation. Kee inclined his ear to catch the trend of their conversation, soon learned that they were telling of the "Place of the Most Splendid Echo". Each, in turn, told of the places of the plainest and most splendid echo in his community. One man of the group, middle aged and heavyset stood in silence and meditation. When the conversation began to wane this man spoke up and said, "The Place of the Most Splendid Echo that I have ever known is to be found away down in the 'Roughs of Guyan'. We discovered this place down in the Roughs above the home of the old man Peyton Justice when we used to raft and float saw-logs down the Guyan to Portsmouth, Ohio. There is a large boulder in the Roughs with a semi-circle of outstanding cliffs near it.



Each one a little more distant from the boulder than the other. The third and more distant of these cliffs is known locally as the "Old Bull." You may stand on this boulder and call out in commanding language, say for instance "Liar" and almost instantly the first cliff will echo back in your face "You are a liar." Then almost instantly the second cliff will reverberate "You are a d-d liar." Then the "Old Bull" will bellow back in your face "You are a God darned liar, and a son-of-a-gun for taking it." This heavily built man was Isaac E. Christian, the local lawyer and astronomical observer and writer.

#### Why Pioneers Came to the Roughs.

The Roughs of Guyan was a pioneer hunter's paradise. The red men - the Mingos and Shawnees found a rich hunting ground in this valley long before the coming of the white man. From ~~Swain's~~ <sup>Swain's</sup> History of Logan county we get a glimpse of the royal wedding of the Princess Aracoma and Bowling Baker in this land of game and plenty. Thus was happiness established in the new Indian Village on the banks of the Guyan. Runners were dispatched to notify the members of the race left behind on the banks of the "Beautiful Ohio" that several moons had passed and the wedding day was now near at hand. Great preparations were made for the event. The choicest venison was prepared from the young deer that fell at the unerring aim of the hunters of the tribe.

Fish were hooked from the streams while the mountains gave forth their choicest viands for the memorable event.

Everything was in readiness when the chiefs and rulers in great numbers arrived to witness the ceremony. The celebration lasted for three days and the incessant beating of the Tom-Toms, the fantastic dances, of chiefs and squaws, and the loud ringing cry of the savages as they yelled forth their Indian Calls made the hills ring and echo. Salutations mounted high and rang from the surrounding cliffs, and re-echoed from the mountain sides. When night came and the stars peeped out from their mantle of deepest blue, huge bonfires were built on the highest pinnacles which cast weird shadows across the valleys below and played fantastic tricks amid the shadows that hung over the little island in the river below. The actual wedding was retarded for the second evening and just after dusk had thrown over the valley a full moon peeped above the horizon and cast soft rays of mellow light on the scene below, while the kindly old face encased therein seemed to smile with pleasure. Oracoma emerged from her Royal wigwam wearing the choicest of Indian robes that had been furnished by beads of the forests, and ornaments of the brightest hue.

Baker met her in the best Indian raiment that he had been able to procure and while a large circle was formed Chief Cornstalk father of the bride and King of the Northern Confederacy stepped forward and performed the Indian rites in the most approved tribal fashion. Madison and Breckenridges victory at the "Battle of the Blonds" in 1792, and the wounding and death of Oracoma, the death of her Mingo Braves paved the way for the coming into the Guyan

## Noted Indian Scouts to The Rescue.

The noted Indian fighters and scouts who saved the early settlements from the tomahawk and scalping knife were Captain Charles Hull, John Cooke, John Breckenridge, Thomas Canie, Peter Huff, Samuel Lusk, Joseph Gilbert, Abner Vance, and others. Three of these - Peter Huff, Thomas Canie, and Joseph Gilbert, made the supreme sacrifice and gave their lives for the safety of the pioneer settlers of the Guyandot Valley. Peter Huff fell and lies buried in an unknown grave near the mouth of the stream that bears his name. Thomas Canie was killed at the end of the Long Point in the Big Bend of Little Huff Creek, and Joseph Gilbert was slain on the creek that bears his name. The "Battle of the Islands" opened the way for the coming of John Cooke, William Dingess, Captain Ralph Stewart, Edward McDonald, Thomas Morgan, Joseph Lester, Absalom Godfrey, Eli Lusk and many others.

The early settlers who built their pole cabins in or near the "Roughs" of Guyan were - James Justice at the mouth of Little Huff Creek, Peter Cline Sr., James Hatfield (Slater Jim), David Morgan and George Johnston on Big Cub Creek. Add Milan, Pleasant Lester, James W. Adams, and Joe Shields came early to Big Branch. Mark Kenneda, Humphrey Cline, and John Hatfield came early to Long Branch.

Zachary Toler, Joseph Walls, James H. Shannon, and the Harveys were early comers to the Lower Clear Fork Valley. Eli and Henry Blankenships were among the first settlers in the "Roughs".

Old Charley Toler settled and built a mill at the mouth of Brook's Branch, and Wyatt Toler Sr.

built a mill at the upper end of the "Roughs".

Eli Blankenship Jr. settled just above Salt River and Peyton Justice settled in the midst of this Canyon, even Valentine Hatfield Sr. and his son-in-law Alex Varney and James Perry took up land and settled in the "Roughs" just before the Civil War.

Another means of livelihood was the abundance of game in the "Roughs", bears, elk, deer, raccoons, turkey and smaller game animals were plentiful. James Bailey Sr. in the early days caught two cub bears on a stream and named it "Cub Creek". There was an elk trail on this creek over which herds of elk traveled from Elk Creek in Logan County.

Another stream was named "Groundhog". It is said that the large wood buffalo were sometimes seen in this region.



## Timbering and Rafting on the Guyandot.

An early industry in the "Roughs" of Guyan was the rafting and floating logs down the Guyandot to Portsmouth and other Ohio river timber and lumber markets, Floating by rafting prevented the loss of timber by scattering and lodging in drifts.

Dr. Thomas Dunn English witnessed drifting by rafting as early as 1852, when he composed poetry and practiced law at Logan. Rafting was a very hazardous and dangerous industry. It required strong experienced hands to do this work.

Rafts were built up of logs - poplar, cucumber-ash and walnut, cut in lengths from 12 to 50 feet and placed in the raft from 4 to 8 logs abreast, and from 100 to 120 feet in length, and bolted together by cross beams securely held in place by strong hickory pins, 200 logs in a raft. Two long pole oars with paddle ends were made secure on each raft one at each end of the raft, Four oarsmen and a pilot were placed on each raft working in relays, to pilot the raft clear of cliffs and drifts. A rough "caboose" was built on each raft for shelter, water and provisions. A strong cable was carried to tie up the raft if necessity required. Men were frequently knocked from rafts and drowned.

From Dr. Thomas Dunn English's  
"Rafting on the Guyandotte" let us catch a few  
lines:

Who at danger never laughed,  
Let him ride upon a raft.  
Down Guyan, when the drains  
Pour the floods from many rains.  
And a stream no plummet gauges  
In a furious freshet rages.

On the June rise riding free  
Twice a hundred logs together,  
Floats as lightly as a feather;  
On the freshets foaming flow  
Swift as arrows shot they go  
Past the overhanging trees  
Jutting rocks — beware of these.  
Over rapids, round the crooks  
Over eddies that fill the nooks  
Swirling, whirling hard to steer  
Manned by those who know no fear.  
Tough-arm raftsmen guide each oar,  
Keeping off the mass from shore.  
While between the toiling hands  
Mid-raft there the pilot stands  
Watching the course of the rushing sluice  
From the top of the dirt-floored caboose.

~~Among~~ Among the many who timbered by rafting and  
floated those rafts through the "Roughs" of Guyan  
we mention W. Epp Justice, J. Ed Cook, Isaac E. and  
Bruce Christian, Jess D. Shomate, Peter Cline Jr.  
Peyton Justice, Luke Hatfield, Eli Lane,



Joe and Lorain Blankenship; Gard, Jeff and Humphrey Cline, Isaac B. Lester, Dolph Spratt, Robert Wilson, Wilson and Sanford Morgan and others.

### Tragedies on the Guyan.

Gus Walls, Tom Elswick and Paris Collins were among those who lost their lives while floating timber through the "Roughs." Gus Walls, a constable, was knocked from a raft and drowned near the home of Eli Blankenship. The pilot caught his hand and kept the body afloat for sometime but the current sucked him under the raft when he sank and was drowned.

Both Aunt Nancy Blankenship and Uncle Bud Miller had omens in dreams that fore-shadowed the drowning of Gus Walls and the recovery of his body from the river. On that morning Aunt Nancy had warned "Bud, don't go on a raft to day!" "A man will be knocked from a raft and will be drowned in front of my door and I shall see it happen." "But I don't know who it will be."

Notice - (Please notice that in copying the original I failed to notice the quotation, hence I got the quotation marks wrong. N.L.)

Well, it was Gus Walls the constable. The body sank at the point of jutting rock opposite Eli Blankenship's home. The next day hooks and grappling irons were made to drag the river for the recovery of the body of Gus Walls, and on the second day the tide had subsided and every body was on hand ready for the search. Uncle Bud Miller said, "In a dream last night I saw the body of Gus Walls lying in the bottom of the pool where he sank 40 feet from a clump of Alders just below that projecting Cliff." The crowd over-ruled Uncle Bud and the pools about the mouth of Little Huff Creek were dragged but with no success.

The search was being given up. Uncle Bud still contended the body was up at Blankenship home. Oxen were hitched to the boat and it was dragged up the road and launched at Blankenships. Uncle Bud and two men rowed over to within 40 (ft.) of the projecting cliff. Uncle Bud thrust the hook and pole down and in a moment brought the body of Gus Walls to the surface. At the inquest, neighbors said Gus should have some money he had collected in his pockets. Aunt Nancy said, "You will find no money he hid his money in a Cliff up near the mouth of Big Cub before he went on the raft." No money was found. A few years after timbering by rafting had reached its peak a number of big companies floated logs down Guyandot River without rafting them. The Little Kanawha Lumber Co. and others. In the upper small tributary streams of the Guyandot, many splash-dams were built for the purpose of impounding sufficient water in times of heavy rains and freshets to float single logs out of these small streams into the main Channel of Guyandot river. Logs were hauled by both mules and oxen and dumped into these dams and into the channels below the dams in such quantities as the timbermen thought the impounded water would float to the larger stream. Just before the dam was "knocked off" a swift horseman was sent down stream to give warning to passengers at fords and bridges that the "Splash is coming." Whole communities men, women and children would collect on the banks to see the "Splash go off".

Experienced floatmen(?) followed the floating logs with "cant-hooks" and "peeves" to break up any gorge that might start to form. The breaking of a "gorge" was a very hazardous undertaking. In 18---- Jesse D. and Joe Shomate were caught in the vortex of a breaking dam on Pinnacle Creek and drowned. At many points along Guyan river long wing dams were built to prevent logs from scattering and running into back sluices. At certain points, experienced lumbermen were placed with boats to drift logs over mill dams and at other places.

News of the drowning of Paris Collins.  
Copy from Mss.

Tom Elswick, another raftsmen, was drowned opposite the mouth of Sand Lick Creek in Logan Co.

In June 1861 Captain Hugh Toney organized Company "D" 36th Reg. Va. Confederate Inf. on the farm of James Justice in the "Roughs of Guyan" with John Buchanan, Ben Justice, and Anderson (Devil Anse) Hatfield as company officials. The company consisted of 64 men, and were attached to Beckley's Battalion of Major John McCausland's 36th Reg. This company became known as the "Logan Wildcats" and became famous in the border guerrilla warfare of the period. As the war went on James (Old Slater Jim) Hatfield and his son George, while working on a chimney on Elk Creek, were made prisoners and drafted in the Union Army. Old Slater Jim turned spy and was made prisoner by Beckley's Battalion. Court marshalled and condemned to be shot. The order of execution being placed in the hands of Devil Anse Hatfield to be carried out. Devil Anse could not read and handed his orders to a comrade to read for him. On being told it was an order for the execution of Old Slater Jim Hatfield as a spy, he said, "Why Jim Hatfield is my Uncle", and as he whimpered "There'll have to be something done about this - blood is thicker than water" he crumpled up the order and threw it from the bridge into the water. Col. Beckley was informed of his refusal to obey the order and on being told of the relationship replied, "Anse, I think more of you than I ever did for not wanting to execute your Uncle."



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The "Roughs of Guyan and her World War Heroes."  
The Roughs of Guyan and vicinity gave to Wyoming County her three most distinguished World War Heroes and veterans - Okey H. Shannon, Jesse Lee Cline and Floyd Cline.

I. Our first hero was Okey H. Shannon, Baileyville, W. Va.  
1st Sargeant, 30th Infantry.

Night of July 15th - 16th, 1918 during the Champagne-Marne Defensive, being severely burned about the head with gas, he refused to be sent to the hospital. He stayed at his post with his platoon. During the day of July 16th 1918, his platoon ~~was~~ moving out was caught under a very heavy barrage and immediately took cover in a small ravine. Sargeant Shannon voluntarily made two trips out of the place by himself, found the road and direction and led the platoon out. He assisted in taking care of the wounded men during the barrage, regardless of personal safety. (General Orders No. 22, July 8, 1919).

II. Our second hero was:-

Private Jesse Lee Cline, Co. A. 61st Infantry, 5th Div.  
Justice Mingo County, at present Hanover, W. Va.

Date - Nov. 7th, 1918. Place - Lion-devant-Dun, France.  
For extraordinary bravery and excellent qualities of leadership shown in action in the attack on Lion-devant-Dun, this man, who was one of the new members of his Company, readily volunteered to take charge of an attacking party consisting of twenty (20) men and successfully attacked a particularly strong machinegun position, displaying excellent qualities of leadership and utter disregard of danger.

(Gen. order No. 11, Dec. 31, 1918)

Awarded - Italian - Croce-Di-Guerra (Cross of War).

History—Jesse Lee Cline, son of John Henry and Frances A. Wilson Cline, was born near Justice, Mingo Co., Sept. 21, 1891, enlisted in U.S. Army, May 28, 1918. Sailed for France, July 18, 1918; was made Corporal (non commissioned) per. 30, 121 H.Q. 61st Inf. Nov. 6, 1918, engaged in the Meuse Argonne Offensive—Oct. 12, 1918 to Nov. 11, 1918.

He was awarded The Distinguished Service Cross for gallantry in action.—On Nov. 6, 1918 at Lion-devant-Dun, France, Capt. Homestead of Pennsylvania had at his command 260 men and they were all wiped out but 20 men. On that day he asked for volunteers, and the 20 men, all that were left, offered their services, and with Private Cline at their head they stealthily stole upon the machine guns that were manned by seven German soldiers, and who speedily raised aloft the white flag. This was done without firing a single shot, and for this gallantry was made Corporal. He was awarded the Italian (Cross of War) and a certificate of Honor by the state of W. Va. on Jan. 12, 1941; was with the Army of Occupation on the Rhine from Dec. 1, 1918 to June 15, 1919. Returned to the U.S. and was discharged Sept. 8, 1919. Married Susan Cline daughter of Isaac and Hester Cline Aug. 7, 1921. Three children—Nola, Lois and Madison.

III. Our third hero was Floyd Cline, residence Simon, Wyoming Co., W. Va. A son of David and Margaret Cline, born on Long Branch, March 15, 1892. In 1915 he married Louisa Lawrence, but they soon separated, however one son Kenna was born in 1916. He volunteered in U.S. Army Sept. 22, 1917, assigned to Co. C. 7th Inf. Grade—private, but made corporal Aug. 9, 1918, Engagements—Marne Sector Belleau Wood, Campagne-Marne; St. Mihiel; Meuse-Argonne Aisne-Argonne; slightly wounded over left eye Oct. 4, 1918. Served overseas from Apr. 6, 1918, to Aug. 22, 1919. Discharged Aug. 27, 1919.



Gen. orders No. 22, July 8, 1919.

Cline, Floyd Private 541122, Company "C", 7th Infantry.  
On July 23, 1918 at La Tieuberie near La Charmel, France,  
displayed extraordinary bravery when none of the  
stretcher bearers being available, assisted by Corporal  
Kalabuska, he volunteered and crossed an open space  
two hundred yards, directly in front of his Company  
lines which was covered by heavy machine gun fire  
and brought back to his Company a wounded Comrade  
whose arm had been blown off and was calling for help.

Robert L. Howzie

Maj. Gen. U.S. Army Commanding.

Note by Goode:— Cline related to Goode Dec. 11, 1940 that  
when the wounded man had been borne to safety, he found  
that 26 holes had been cut in his clothing by machine gun fire  
without injury to his person.

G. Pendleton Goode, Supervisor of the Wyoming Co. History  
Project visited Cline on Dec. 10, 1940. He was tenant on a  
steep and rough mountain farm in the Roughts of Guyan,  
belonging to Humphrey Kenneda. Floyd was gathering his corn  
shanking it at the stalk and hauling it in on an old pioneer  
type of boxed sled built on natural crook sourwood runners.  
Sled consisting of head beam, standards on which rested  
"cross benches" surmounted by a box built of clapboards,  
and drawn by a single "plug" mule weighing about 700  
pounds, rigged in harness of the most primitive type.  
Just such equipment as his grandfather Old Peter Cline  
and his father Old Dave Cline had used to gather in  
their corn 60 years ago. He was storing his corn, unshucked  
in a small round pole granary built in a deep ravine

above an unpaved dirt road half way up the mountain from Guyan River in the midst of the Roughs. Goode asked for an interview which was given next day in which he related many of his army experiences overseas. Cline is 49 years of age, 5 ft. 7 inches tall; and weighs 190 pounds. A man of powerful physique; a "dare devil fighter" on whom his company soon learned to rely for protection when in hand to hand conflicts with German soldiers. Cline being illiterate, doing army service in a foreign country with whose geography he was wholly unacquainted had difficulty in giving dates and names of places. However he gave the following accounts of his overseas activities:

Cline said: - "In Belleau Wood, June 16, 1918, we had been engaged in battle for 24 hours, when Capt. Carter of my company was wounded in the left shoulder. A moment later 1st Sargeant Owens was shot in the neck - I looked up and saw a German Machine Gunner picking off our men with a machine gun from a nest in a tree. I took aim and brought the gunner to the ground; then advancing about 20 steps I became engaged in a hand-to-hand conflict with a German Infantryman armed with gun and bayonet, and in the encounter I jammed the man back against a tree and thrust my bayonet through his chest, which broke off leaving him pinned to the tree." In one of the battles near the Marne his company had been surprised on a steep bluff above a river. The enemy shell fire was cutting the men to ribbons. The wounded and dead falling off the bluff into

the river. Retreat was sounded, which Cline did not hear, and instead of following the retreat Cline jumped off the bluff into the river and rescued all the men he could find. When his company had reached a place of cover, roll was called and Cline was found to be missing. Later in the evening Cline reported to his company. In relating this incident to Goode Cline said, "Descending to the bank, I swam out to the men, grasping one with my right hand I brought him to the shore, then returning for another until 15 men were rescued, but before I could reach the 16th he sank, and on returning empty handed, I discovered one of the rescued men was uninjured - just scared. I cussed him and told him he had caused the drowning of a wounded man. I then reported to my company and an ambulance was sent to take up the wounded men."

On Oct. 4, 1918 Cline received a scalp wound over the left eye and was sent to the hospital where he remained until after the Armistice.

## The Roughts and Modern Industry.

Since the completion of the Gilbert extension of the Virginia Railway 1932-33. The "Roughts of Guyan" once a hunters paradise; the haunts of criminals; law violators; and heroes, is rapidly developing into one of the world's great Coal mining Centers. At this writing Oct. 1, 1941, the "Big Cub Creek" extension of the Virginian Ry. is under construction. Starting near the old Peyton Justice Chimney, the bridge across Guyandot River at the mouth of Big Cub Creek is under contract and nearing completion. This branch will be built up Big Cub Creek seven miles to a new Coal operation under a lease, recently let to the Red Jacket Coal Corporation is being put in and will mine the Eagle, Cedar, Lower War Eagle, Glen Alum Tunnel and Gilbert Coal Measures. (?) Later this branch line will haul the Coal from the small areas of the Black 5, Slackton, Coalburg, Winifred, Chilton, Cedar Grove, Lower Cedar Grove, Campbell's Creek, Fowellton and Matewan seams to be found under the Cap of Huff Mountain. Within a few years the Coal on Lower Reedy, Big Branch, Long Branch, Brooks' Branch and even Leatherwood Creek will be mined using trackage built along the Roughts for yarding. Oh! If in 1960, old Jim Justice, Dave Morgan, Charley Hatfield, George Johnston, Peter Cline, Eli Blankenship and old "Wally" and "Old Slater Jim" could come to life, stand on a bluff and look down into the Canyon called the "Roughts of Guyan" what a spectacle they would behold!

## - RAFTING ON THE GUYANDOTTE -

By Sam Bias

(Jan. 5, 1942)

It took five or six days and about six men to push a large boat to Logan. They had to haul boats around the dam, or unload and carry the goods. Skids were put under the boats, and all the men helped put it over the dams. At other times they hired oxen, or made a windlass.

Raftsmen often ~~caught~~ brought considerable quantities of ropes with them. Ropes were often wrapped around trees to check rafts by degrees to land them. One steered the boat, and about four pushed. The men ~~at~~ started at upper end of boats and gradually walked back. They generally had pads on their shoulders to avoid hurting their shoulders.

In shoals they often unloaded part of the goods to lighten the weight. It took about six days from Guyandotte to Logan. A man named Chambers, another named Conley, and Dave Lester, of Logan, were raftsmen.

Mack Johnson had a store on the east side, below the falls. Dave stopped and had three or four dozen eggs; he cooked and ate them all. One a Constable tried to arrest Dave (Andy Dick was Constable), and others above the falls two hundred or three hundred yards. Dick was shooting at him as he swam. John Justice, Ben Justice, et als, were large men, almost giants; one of them brought down a whole bear, and sold it in Guyandotte, about 1875. My father served some at his hotel.

This hotel stood on the banks of the Guyand and the Ohio Rivers.

Andy Dick wasn't afraid of anything, but no one was arested. The charge was for cutting the dam out.

Boats mostly came down empty; nothing but timber and coal to bring out.

There was coal at Four Mile; and this was loaded on boats and floated down here. Coal was then wheeled out of the mines with wheel bar-



barrows. Much coal went to Ironton, Portsmouth and Cincinnati. I think they were re-loaded at Guyandotte in barges for points down the river. It took a little more than day from Logan to Guyandotte; the trip back took six to seven days.

These mines were on the West side of Guyandotte, above Branchland. They were just above the mouth of Four Mile. At Upper Two Mile the river bottom is a solid bed of coal. People, blacksmiths, &c. would pry up coal there to use at home. Upper Two Mile is two miles above the Falls, and a mile above West Hamlin. People used to hunt at the Falls for silver; Walden Beech used to look for it. They used coal there before the Civil War, but never mined it after the war. People cut up the dams, and mines were opened at Logan, or near there.

After the Guyan Valley Railroad was built mines were again opened at Four Mile. Coal was run down by a large wire, in buckets and dropped into cars. They are still mining there; it is said to be a good quality of coal.

Winston Noel lived at Two Mile. Comber Bias lived at Fork of Two Mile--Bias Fork. His wife was Polly Beach, sister to Walden Beach who was aged and sometimes stayed with them. I was a young boy but was present when he died. Noel lived about a half mile from West Hamlin; Charley Simpson lived just above him. I was there about when he died. He had several children. Angeline<sup>Noel</sup> married Bobby Short and lived on Mud River on a large farm about three miles above Hamlin.

(Sheet removed  
to Rafting article)  
Rafting part all  
copied.



Winston Noel married Polly Beach. Her brother was always hunting minerals at Falls Head, two miles. Noel owned a farm about 1/2 a mile up Two Mile. Noel died several years before Polly died:

Children:

Willis Noel married Annie Bias, my oldest sister. He was a soldier, and lived at St. Albans after the war. He was a fine penman, a Magistrate. He raised his family mostly in Huntington. Was Weegh Master here several years. He died at West Hamlin and is buried at Bias Graveyard. He, his wife and two sisters are buried there. The cemetery is on a "mountain" at Bias Fork of Two Mile and Three Mile.

Walter, William, Roland, Jimmie, and a daughter named Eva Noel Sarah Noel and Inez Noel.

Eva Noel lives in Logan with her daughter. Sarah married Charles Piet who worked at C & O RY Shops. His father was a good preacher. Sarah and Petin both died at Twentieth Street. There were several sons--one in Huntington; prominent.

Inez Married Stonewall Shelton. son of Jerome Shelton. He went west dying several months ago (?).

Walter Noel married Bias, daughter of Neely Bias.

Angeline married Bobby Short and lived three miles above Hamlin at Mud River; he was a farmer.

Sam Short lives on Big Creek, also Jim Short lived on Big Creek 1-1/2 miles above Hamlin. Old Jessie Smith lived below the mouth of Big Creek.

Samp Burns lived opposite Jesse Smith on east side of Mud River; also John Burns, who probably never married. Samp married a Smith; he was the father of Att'y Elihu Burns, dec'd.

Dave Burns a brother to Sam and John also lived there.

Elihu Burns had a brother, but no sisters, I think. I do not think Bob Short had any daughters.

Jim Short's boy Doss (Dolph(?)) sjort lived here in my house.

He has a brother in St. Albans.. He works for the Nickel Plant.

His brother has a restaurant at St. Albans. "Doss" lives near the Nickel Plant.

Emmaline Noel married Bobby Short ( I made a mistake in Angeline).

Mary J. Noel married Gabriel Smoot a farmer who lived on Flat Creek,

Jefferson Dist. Lincoln County. He owned a tan yard. She died, and he married Emily Stone; but all are dead.

Smoot had previously married in Virginia and had three or four children by the first wife, Bud, Jasper, George, (Lawyer), Martha. She married Wes Bias, near Pottery, if alive. All were nearly grown.

Bud, married Bias, daughter of Rev. Poland Bias; Jasper also I think.

Martha married Bub Shelton of West Hamlin, son of Elisha Shelton, of Bear Creek.

Maria, the youngest, married Ira Perry. Died near Enon, W. Va. A brother

Joe Perry lives in Guyanaotte.

Matilda married Charles Hudson. She was the smartest, and the most beautiful of the daughters. Lived on Mahone Branch, above Hamlin.

Nellie Williams taught school in that section, and she had a sister

Lillie. There were no children that I knew of.

Larkins Obe Bias married Mary Burns

Neely Bias " Bias,

Tom Bias " Martha McComas, daughter of T.J. McComas.

Lindsey married Tooley.

Obe Bias (Wolche) married Jane Nicely. She was a daughter of the sister to Zachariah. &c. She was daughter of the sister to Zacharias

Zachariah Nicely lived at head of Buffalo. A Nicely lived in Bar-

Barboursville during the Civil War, who was a brother to Zachariah.

I had an Uncle Jerry. Uncle Lindsey died of measles in the war. Jim  
(Flat head)

Jerry died at Kyle farm. "He lived with Aunt Tuck". I have four  
Uncles buried there.

Larkin Noel died of cancer and is buried at Enon; also his wife  
Polly and about three of his boys, Arthur and Jim.

Larkin Noel lived near Brick Plant which he bought of Beuh-  
ring; but he sold out for \$1,600.00 and bought near Enon  
He raised tobacco (doubt if he was kin to Winston Noel).

Billy Mahone Virgil Mahone, a son married Eliza Shelton daugh-  
ter of Jerome Shelton. The oldest son is Will who keeps store at  
Logan, if living.

Gunwales and lumber for flat boats was first squared and then saw-  
ed with whip saws--one of top, the other below. Timber was hewed, and  
smoothed with a hand plane. They used square nails 4", 6" and 8"  
with heads on them, were made at Ironton, Portsmouth or Cincinnati, O.  
In emergencies blacksmiths made them.

Boats did not often sink. A steamboat blew up about 1874 at  
Guyandotte, with the loss of several lives. I forget the name of the  
boat although it was a passenger boat. Some of those burned were taken  
to the Riverside Hotel, I heard.

Thousands at the time they jammed here and went out. They broke  
cables 1-1/2" X 100'

Booms were a later development after rafts. The timber was branded  
in both ends by special branding hammers. I used one made in the shape  
of a fish: it belonged to Goebel & Williams, of Catlettsburg. Ky.

It was against the law to saw off brands, a penitentiary offense. However, many were stolen and taken up Creeks, backwater, &c. kept a long time; then brought out and sold at mills. There were mills at Huntington, W. Va.

There was a boom at the mouth of Mud River, also.

If brands were sawed off it would show up, fresh sawed. Both sides had tricks; they often sent men in skiffs to go up the Branches. Billy Carroll lived at mouth of Mahone Creek.

John Webb owns the farm owned by Zach Nicely at head of Buffalo Creek. I owned it. Stonewall Shelton, and others.

George W. Zircle lived                      ?. I never knew him.

Nicholas Lake owned the John Wilkinson farm below Hamlin, W. Va. There was another "Lake", (John?) They bought it from Dr.

Jerome Shelton lived at mouth of Two Mile:

Larmin Bias and family

Winston Noel

Sam Mitchell--in head

This was about all just after the Civil War:

Charley Sampson. Moulcher McComas near the mouth of

I do not know his name.

Henry and Bill Peyton about close of war on One Mile.

Andy Adkins moved to near mouth of Mile Creek; he was the son of Shedidan Hartman.

"Irve (?) Curry lived on Buffalo Creek,

"Boag" Bias                      "                      "                      "

Dan Bias                      "                      "                      "

John Webb lived on Buffalo Creek.

## -- RAFTING ON THE GUYANDOTTE --

By Sam Bias.

Push boat men usually took blankets along and camped out on the bank. They built a wood fire and did their cooking.

Big John Justice, Justice, and another Justice, were merchants at Logan, West Virginia. The goods were sent to them. Many men ran these push boats, using long poles.

The Scites later moved around Cuttoge, but moved to Mahoney Creek where Sugny died. I do not think he had a son, John. Tom, the oldest was in the Union Army; and he ~~work~~<sup>wore</sup> his blue suit and over-coat after the war.

I belonged to the Masons and the Odd Fellows at Hamlin until I got too deaf.

Will and Joe Chilton taught school on Flat Creek, Jefferson Township, at Hamlin, W. Va. Joe Chilton practiced law there; Joe did not teach, and my wife went to school, and my wife went to school to him in the oil fields there. Joe was a good lawyer.

Paris Brumfield was father to "Al". His own son, Charley, killed Paris; but Paris gloried in shooting people. Many people were afraid of him.

I timbered with ox teams on Little Guyan, and Bob Lewis did much timbering on Guyan.

It was claimed that McCoy killed Al. Brumfield's wife. They went to Kentucky after him, killing him at the Fry House at Green School. Leander and Marion Fry worked for me; they helped raft, &c. I bought 300 acres of timber off of old Dan Fry.

It took about a day to make a raft; a team hauled eight to ten logs a day--about 33 logs to the raft; for a poplar raft, about 60 logs. Oak rafts averaged 11 logs and 3 lengths. About 30 rafts in a "fleet" of poplar. Poplar logs being larger, were cut shorter.

On timber fleets some slept in the cabin; others watched. A steamboat ran up on us one night at Manchester Island, above Cincinnati, O. It didn't do much damage--but might. We had lights at each end.

I never knew of but one batteau here, but they used them on James River. My uncles used them there. Jim and Will built one at here at Guyandotte. It would carry several tons. Size 12' X 60'. They brought pattern here.



The size of the pushn boats were 8' <sup>or</sup> 10' X 60'. The gunwales were cut out of large poplars, 60' long. Green Mitchell made them at the Falls. Lumber for bottoms was sawed with whip saws. Then floors were of tough oak, corked with hemp and then "pitched". Rafts were owned by neighbors; each put in his logs; and when sold the proceeds divided.

The flood of July 1875 killed the corn and wheat, flooded the bottoms and desctoyed houses, &c.. Barns floated down the river; hay stacks; wheat stacks, &c./

My father was keeping the Hotel. I was timbering on Little Guyan, about 3 miles, up. I floated it out on back-water from the flood. It lasted a mpnth or more. It rained about a month, first. Killed all vegetables; and the smeel of decay was terrible. Guyan and all other rivers flooded. A cow went down in a pen. Chickens crowed in the river, on hay stacks, &c. Father had to move out of the hotel. There was much destruction of barges and boats, which went out, lost.