

S&D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen



Vol. 48, No. 4

Marietta, Ohio

December 2011



**S&D's 72nd Annual Meeting
Relief Efforts in 1884 Ohio River Flood
Falls Heroes: Louisville's Lifesavers**

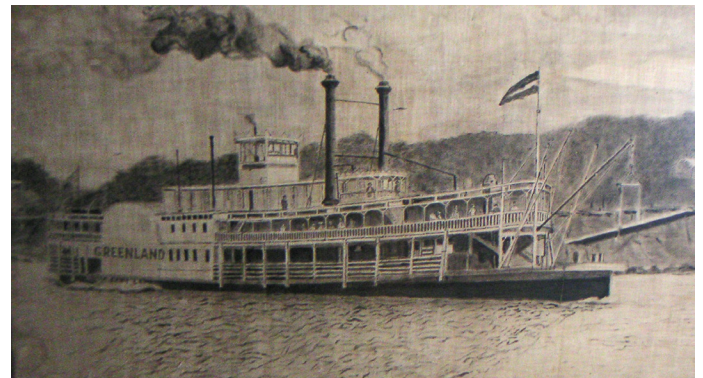
Front Cover

At this year's Annual Meeting, Capt. Bob Reynolds shared some of his towboating experiences in ice and sub-zero weather. Our cover photo reminds us that things haven't changed in the last hundred years, as this photo of W.W. O'NEILL at Howard Shipyard attests. The "Wild Bill", only high pressure towboat with a 12-foot stroke, was a notorious coal hog according to the *Steam Towboat Directory*. The 201x46x8 hull was built in 1881 at Sewickley and completed at Pittsburgh. From Capt. Jim Howard Collection, courtesy of Howard Steamboat Museum.

It was always great fun to spend afternoons with Aunt May, looking at her photo albums of life aboard the J.S. and SIDNEY, and hearing her stories of steamboating with the family. She never missed a chance to ride the ADMIRAL with us and was our constant companion, having just as much fun as we did."

🔔 Ellie sends this 1956 photo of carefree summer days on the flagship of the Streckfus fleet with her cousins. Her memories of those wonderful times are included in the tributes to the ADMIRAL and MISSISSIPPI QUEEN which begin on page 27 of this issue.

Bill Gillroy writes: "My wife Sheila and I have been members of S&D now since our days on the Ohio in New Martinsville, WV. We lived in the old 'Thrash' house directly across the street from Capt. Larry Geisler and next to Dean Frye, whose dad was a towboat captain. We came to appreciate a great deal of river history, particularly riverboats. At Riverfront Gallery in St. Marys, WV (owned then by Chuck & Kitty Gorell) we obtained this piece of original art depicting the GREENLAND. We hope you can help us identify the artist or direct us to someone who would know. Thanks for your help."



🔔 Bill contacted us for a reprint of the March 1977 REFLECTOR story about the GREENLAND to help document the history of the boat in his fine drawing, all in conjunction with his trip to Atlanta to be part of "The Antique Roadshow." His plea for assistance also went out to S&D officers Jeff Spear, Vic Canfield, Dale Flick, and to Board chairman Capt. Bill Judd. We haven't heard from Bill or Sheila yet whether they've succeeded in tracking down the artist's name.

Reflections from Our Readers

Ellie Carroll Brown writes: "Received my REFLECTOR and I am certainly enjoying it! Loved the article on Commodore Davidson. He was a character, but also had great sorrow in his life. I have been studying the photo on the back cover and it's wonderful. As to the photo I enclosed for you: in the front row are Barbara Meesey, Jeanne Meesey, Mary Meesey, Francey Carroll. Middle row: Ellie Carroll, Joe Meesey, Anne Carroll, John Meesey. Back row: Aunt May Streckfus, Peter Meesey, Mary Carroll. Aunt May was the daughter of Capt. John Streckfus, founder of Streckfus Steamers. She worked as Purser on the early boats, tramping from St. Paul to New Orleans. May never married. She was greatly loved by all of her nieces and nephews.



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Thinking about submitting to the REFLECTOR?

Please follow these guidelines:

Articles

- » 500 words or less
- » .rtf or .doc format (no PDFs)

Features

- » 750 words or more
- » .rtf or .doc format (no PDFs)

Images

- » at least 300 dpi
- » .jpg, .tif, .png, or .bmp format
- » minimal compression

Send to the Editor as an e-mail attachment



*Season's Greetings to all our Readers
from the Reflector*

Christmas Day 1977 at Houmas House

Jerry Green writes: "I have been working on a biography of Capt. John Todd, originally from Wellsville, OH. Capt. Todd spent his early years in his father's boatyard in Wellsville after which he served on the Ohio prior to the Civil War. After the war, he moved to the Missouri River. Somewhat later Capt. Todd relocated to the Belly-Oldman River where he oversaw construction of several vessels. In the 1890s he returned to Wellsville, but instead of retiring he entered the Yukon gold rush as a builder of several Yukon River steamers in British Columbia. Only after all that did he finally retire, living out his last days in Wellsville.

‡ The far-flung travels of Capt. Todd left us wondering where the Belly-Oldman River was. Turns out the Belly River originates in northwest Montana and flows into southern Alberta where it empties into the Oldman River, eventually heading east into Hudson Bay. We thank Jerry for thinking of the REFLECTOR and invite other readers to follow his lead in submitting articles of interest to S&D members. See the box to the right for submission guidelines.

Bob Anton writes: "I found this JULIA BELLE SWAIN log [Aug. 1927 - May 1928] a few months ago. Maybe you could use some of it in the REFLECTOR. I worked on the [second] JBS as pilot when she was in Peoria. Have done my Mark Twain shows on JBS, TWILIGHT and SPIRIT OF PEORIA.

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



SONS AND DAUGHTERS OF PIONEER RIVERMEN

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www.s-and-d.org

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The *only* requirement for membership
in S&D is an interest in river history!



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S&D REFLECTOR

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of Pioneer Rivermen

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

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

David Tschiggfrie, Editor
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REFLECTOR BACK ISSUES AND INDICES

Copies of the current or of the immediate prior year are available at \$5 each, postpaid for members, \$8 for non-members. Issues for most years through 1972 are available at \$3 each or \$10 for a complete year (4 issues).

Indices for five year increments of the quarterly, 1964 through 2003, are available for \$5 per volume.

Orders should be sent to PO Box 352, Marietta, OH, 45750 for these items.

THE US POSTAL SERVICE DOES NOT FORWARD MEDIA MAIL! ADDRESS CHANGES - SEASONAL OR PERMANENT - REQUIRE TIMELY NOTICE TO THE SECRETARY TO ENSURE THAT YOU RECEIVE THE S&D REFLECTOR!

There are two classes of membership - full and family. Full membership includes the quarterly S&D REFLECTOR, admission to the Ohio River Museum and towboat W. P. SNYDER, JR. at Marietta, and voting rights at the Annual Meeting. Family members enjoy all privileges except the REFLECTOR.

DUES

FULL MEMBER - \$30 each

FAMILY (spouses and children under 18) - \$1 each
Please list full names of family members.

Remit to:

Sharon Reynolds
1002 Oakland Drive
Paragould, AR 72450



Getting Posted Up

Looking Back, Assessing the Present and Moving Forward

When you opened your March 2011 issue, you read about a theme that was to run through all subsequent issues this year, that of the Bicentennial of Western Rivers steamboating marking the historic first voyage of the NEW ORLEANS. December's REFLECTOR reports on more of the events and commemorations taking place in these closing months of the celebration, while each number of the magazine this year focused on some aspect of Nicholas Roosevelt's pioneer steamboat, its voyage and future impact on our nation.

Remembering and preserving the stories of our roots contributes to understanding who we are today, and that task is among those at the heart of S&D's mission. And so we rightly focused on that epic journey of 1811 and what it brought about. Yet, without meaning to downplay the significance of this anniversary or of the steamboat which heralded a new age, one might easily get Bicentennial-to-death by all the attention zeroed in on this story, especially in steamboat circles and publications like the REFLECTOR. And so we have tried to strike a balance in what appeared in these pages.

In the same way, you will notice in this issue's report of our annual meeting that the emphasis of the programs featured this year was today's river. In keeping with the remaining focus of our goal "to light up the present and future of the Mississippi River system," those planning the meeting sought to direct our attention to the present-day river industry, what may lie around the bend and what needs to be done to insure the continued health and growth of river commerce in our nation.

At the Board of Governors meeting, generous support and kind words were offered to your editor in his first year at the REFLECTOR. However, our Board chairman, ever alert for ways to improve and extend the vision of the magazine, offered the suggestion that "we could use more about towboats." And Bill is, of course, quite right. Mustering his most disarming smile, your editor suggested that

S&D REGIONAL CHAPTERS

Ohio - Kanawha Rivers Chapter
Jim Bupp, President

Middle Ohio River Chapter
Frank X. Prudent, President

Mississippi River Chapter
Capt. Tom Dunn, President

ADJUNCT ORGANIZATIONS

Ohio River Museum, Marietta, OH
601 Front St • (740) 373-3750


Inland Rivers Library, Cincinnati, OH
800 Vine St • (513) 369-6957

Blennerhassett Museum, Parkersburg, WV
137 Juliana St • (304) 420-4800

Weblinks available at www.s-and-d.org

Bill's retirement as chairman might offer a new opportunity to share some of that very knowledge and expertise with our readers. And we want to extend that same invitation to other members who can help broaden the story we tell in our magazine.

In the meantime, this issue offers a look at the crucial role steamboats played in the relief efforts of the great 1884 Ohio River Flood, the subject of a special photo exhibit at Ohio River Museum this year. And we continue the dramatic tale of the Falls Heroes, with the next installment in this portrait of Louisville's Lifesavers.

In the closing month of this special year, we remember all that has been, we express appreciation for and build on the present, and we look to what lies ahead. You, our readers, play a key role in helping the REFLECTOR tell those stories which light up our past, present and future. As you are able to share some special piece of this story, we invite and welcome your help as we continue to preserve and share that tradition with future generations. 



Meet Our Contributors

Dennis Reece (*Relief Efforts in the 1884 Ohio River Flood*, p. 13) is a retired U. S. Department of State Foreign Service officer who served in Moscow, Saudi Arabia, Brazil, the Dominican Republic, Cape Verde, Guyana, and in Washington, D.C. Raised in South Bend, IN, Dennis earned his B.A. from Valparaiso University and an M.A. from Purdue, where he could look out on the Wabash River from his dormitory room in the winter.

Mr. Reece is author of *Captains of the Bomb Disposal 1942-1946* (Xlibris, 2005) and "Mission to Stechovice" in the Winter 2007 issue of *Prologue* magazine. Research for his feature on the 1884 Flood relief efforts took him to libraries and archives from Lorton, VA to Chicago, and many places in between. Because all of his travel was by car, he had opportunity to visit many of the places affected by the floods of 1884 and 1913, including Piqua and Tiffin, OH. He writes that it would have been extremely interesting to visit this year's Ohio River Museum flood exhibit as part of his original research, and regrets that missing out on that photo display is the price he has to pay for retiring in the Sunbelt.

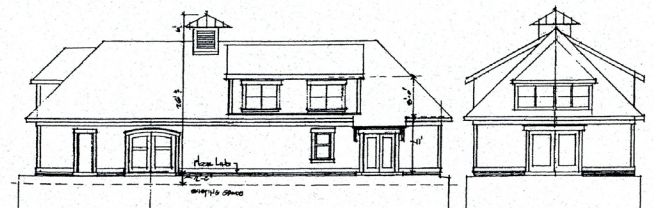
While studying the history of disaster relief in America, Dennis was struck by how little attention scholars and historians have given Ohio River floods before 1913. His hope is that this article will awaken further research and writing on the subject, especially the vital role that steamboats played in rescue and relief efforts.

Leland Johnson (*Chapter 4: Falls Heroes - Louisville's Lifesavers*, p. 18) is one of the regular contributors to the pages of the REFLECTOR, with his profile appearing on page 6 of our June 2011 issue.

New Facilities Dedicated at Howard Museum and Pt. Pleasant River Museum

Friday evening, September 23rd marked the long-awaited ribbon cutting ceremony for Howard Steamboat Museum's new Collections Management Facility on the grounds behind the mansion. Taking part in that ceremony was Mr. Tom Galligan, mayor of Jeffersonville. Rick Madden, president of HSM Board of Directors, welcomed guests and later recognized and expressed appreciation to those donors who made possible the successful completion of the \$1 million capital campaign.

The museum campus has been the site of much activity of late, as the Howard mansion is now heated and cooled throughout with geothermal energy, and construction is also underway on a steamboat pilothouse to be equipped with vintage whistle and pilotwheel, along with authentic sliding window frames and sashes from the BELLE OF LOUISVILLE. Keith Norrington, well-known to many S&Ders, and recently appointed Curator of Collections, delivered the dedication address, "Fulfilling the Dream of the Howard." Keith tells us that "during my talk, it was very meaningful to be able to introduce Ruth Richter Heffern, granddaughter of Capt. Jim and Loretta Howard." The evening ended with a walk-through of the new building and an elegant dessert buffet set up in the Carriage House.




Architect's drawing of Collections Management Facility

The evening's festivities were followed up over the next two days by talks and activities at the Museum and on the Jeffersonville and Louisville riverfronts in honor of the Bicentennial, as reported

in the story on page 35. A fitting climax to the celebration was Saturday evening's cruise on the BELLE.

Another new addition to an Ohio River museum took place on the morning of June 27, 2011 when the Point Pleasant River Museum unveiled its pilothouse simulator to the public. According to an article in *The Charleston Gazette* forwarded to the REFLECTOR by Ohio-Kanawha River Chapter president Jim Bupp, "River Museum Director Jack Fowler said the idea for installing an inland marine pilothouse simulator began to take shape several years ago after he visited Paducah, KY. There, the Seamen's Church Institute Center for Marine Education operates several pilothouse simulators for professional training programs, and the Paducah River Heritage Museum operates a simulator exhibit." Similar installations include one at the National Mississippi River Museum and Aquarium in Dubuque, and there has been some interest from the Winona County Historical Society for placing a simulator in their museum as well.

According to the *Gazette* story, "The simulator makes use of nine computers in addition to numerous display screens and audio gear. A \$125,000 grant from the Federal Transportation Enhancement Fund paid for most of the simulator's cost. 'We built the pilothouse ourselves, but the total cost will be close to \$190,000,' Fowler said."

Point Pleasant River Museum contains many exhibits of river life and history on the Ohio and Kanawha, a Silver Bridge display, and a 2,400 gallon aquarium with fish from the two rivers. 



This snowy view of the Howard mansion from HSM Collection shows Carriage House at right background and future site of new collections facility behind house on far left.

S&D Renewal Notice for 2012


Beginning this year, you will find your renewal notice for S&D membership included as an insert with this issue of the REFLECTOR instead of arriving as a separate mailing. Please complete the renewal form and remit with your payment to our secretary:

Mrs. Sharon Reynolds
1002 Oakland Drive
Paragould, AR 72450

S&D Website Debuts New Look and Features

At this year's Annual Meeting, our Board of Governors applauded and gave approval to the efforts at redesigning S&D's presence on the web. A committee supervised by Capt. Bob Reynolds and in the capable hands of twenty-something computer whizzes Jonathan Tschiggfrie and Taylor Abbott, has been hard at work this summer and fall transforming our www.s-and-d.org website into a more user-friendly and eye-catching format. Not only are they attempting to make the site better for our current members who already use it, but they hope to attract future S&D members through the style and features which that new generation have come to expect in their techno-savvy world.

Among the new innovations you will find are a redesigned home page with easily navigated menus, a new log-in section where S&D members can create their own account to access information and parts of the website intended for members only, and an expanded and improved section which provides links to many river and steamboat-related sites, such as the well-known steamboats.org site, along with many others. Connections to social media sites like Facebook, Twitter and YouTube are also provided for those who make use of these.

In addition, there are ongoing plans for greatly expanding the capabilities to search past issues of the REFLECTOR online. If you haven't visited S&D's website recently, you're in for a real treat. 

Today's River Featured at S&D's 72nd Annual Meeting

The weekend of September 16-17 saw one hundred or more guests assembled at the Hotel Lafayette on the Banks of the Ohio and Muskingum at Marietta, OH for the 72nd annual meeting of Sons and Daughters of Pioneer Rivermen. Sunny, crisp days provided an early taste of fall as river fans from 16 states met to celebrate the stories and traditions of our nation's inland rivers.

Friday morning at ten o'clock was the occasion for a special gathering at the cemetery in Newport, OH to honor our longtime member and friend, Bill Torner, who passed away on July 8th. At ceremonies attended by family members, past and present officers of S&D, and the VFW post who bestowed military honors, Bill's cremated remains were interred within sight of the river and boats he loved so much.

The official program began Friday evening with the customary "mixer" at the hotel, as participants renewed old friendships and welcomed new faces. Highlight of the evening was the showing of a new video "Saving the Snyder," Ohio University's superb chronicle of the history and renovations to the veteran Crucible Steel pool towboat W. P. SNYDER, JR. at McGinnis Shipyard in South Point, OH last spring and summer. The retired sternwheeler has been a permanent fixture opposite Ohio River Museum since 1955, and with her new hull and sternwheel, is ably positioned to welcome visitors well into the future. Fundraising for phase two of the boat's upper decks renovation continues into 2012.

Details were also announced of the extensive and amazing collection of steamboat artifacts gathered by Capt. Charles E. Ritts, Sr. over his lifetime of service at Crucible, a gift to S&D by his granddaughters Barbara and Beatrice Ritts. Included among the many artifacts was the backing bell which last saw service on the SNYDER, originally cast in 1883 and first placed aboard the Str. CHICKASAW. The Ritts' collection, which contains a set of

pilothouse bell pulls, whistles, engineroom jingle bells, and photos, logs and other documents, was formally acknowledged and gratefully accepted by S&D at the banquet and program on Saturday evening. On display Friday evening and throughout the weekend were steamboat artifacts brought by members. Also prominently displayed was Board member John Fryant's excellent pencil rendering of the pioneer steamboat NEW ORLEANS, which was featured on the front cover of the September S&D REFLECTOR.

Saturday morning's annual membership meeting included reports from the J. Mack Gamble Fund, which in the past year was able to help underwrite requests from The Friends of the Museums at Marietta, the Keokuk River Museum, the Public Library of Cincinnati and Hamilton County, the steamer BELLE OF LOUISVILLE, and the Lock 34 Museum at Chilo, OH. Updates were also given by the new chair of the Ohio River Museum committee, Bill Reynolds, and by Patricia van Skaik of the Cincinnati Public Library, who gave some fascinating details about the 1848 daguerreotype panorama of the Cincinnati riverfront, our earliest known photo of Western Rivers steamers. Ann Blum of the Pott Library in St. Louis reported on six new collections added to their extensive library/archives and announced that they have a new archivist, Sean Visintainer. And Yvonne Knight of Howard Steamboat Museum was very pleased to announce the upcoming dedication and opening of their long-awaited Collections Management Facility, while also reporting on at least five programs sponsored in observance of the Bicentennial and steamboating. Chapter activities were highlighted by Jim Bupp for the Ohio/Kanawha chapter, Barb Hamesiter for the Middle Ohio chapter, and Capt. Tom Dunn for the Mississippi River chapter. Many of the programs and celebrations specially scheduled for this year were announced, including Ohio River Museum's first Inland Waterways Festival which took place this August, drawing a crowd of one thousand visitors according to Museum officials

Floyd Barmann and Glenna Hoff. Separate articles in this issue highlight these various activities and the recent opening of new river museum facilities.

Darlene Judd, longtime chair of the J. Mack Gamble Fund trustees, was thanked for her careful and faithful stewardship as she stepped down to welcome new chairman, Capt. Bill Barr. Also retiring after long and dedicated service as chair of the Board of Governors was Capt. Bill Judd. President Jeff Spear, on behalf of the entire organization, expressed his deep appreciation for Bill's on-going support, wisdom, leadership, and down-to-earth advice in guiding S&D through some difficult times. Lee Woodruff assumed duties as the new chair of the Board of Governors. Other newly elected officials were Sharon Reynolds, secretary, and Capt. Bob Reynolds, Mike Jones, and Taylor Abbott to three-year terms on the Board of Governors. Appreciation was expressed to Board members whose term had expired, and to our outgoing secretary Rick Kesterman.

Saturday's luncheon at the hotel was followed by an extremely well-prepared and insightful presentation by Capt. Bill Barr of Amherst-Madison (who, incidentally, is currently S&D's longest serving Board member.) Bill's powerpoint program entitled "River Commerce Today" detailed the story of our modern-day inland towing industry, with facts and figures revealing the vital part that industry plays in our country's economic well-being. In this Bicentennial year, it was quite revealing to see how transportation and commerce on the Western rivers has grown and flourished over these two centuries. Appropriately, the focus of this year's annual meeting was on the present-day river, to provide a suitable counterpoint to the attention already given throughout this year to the NEW ORLEANS and her inaugural voyage.

A beautiful fall afternoon afforded opportunity for visiting the SNYDER and for taking in the new exhibit "The Volcano and the Flood" at Ohio River Museum. Created by Jeff Spear and Bill Reynolds, pairs of photos contrasted scenes around present-day Marietta with those same sites inundated by then record floodwaters in February 1884 as captured by Marietta photographer J. D. Cadwallader. The cataclysmic August 26-27, 1883 explosion of the

Krakatoa volcano in Indonesia was heard 3,000 miles away, erupting with enough force to spew five cubic miles of ash and pumice into the atmosphere, and affecting weather patterns worldwide for months afterwards. In Marietta for example, 22 inches of snow fell in the period immediately prior to the floodwaters which crested there at 52.9 feet, and which wreaked havoc all along the length of the Ohio and lower Mississippi. In connection with that exhibit, you will find Dennis Reece's feature on the 1884 Ohio Valley Flood Relief efforts beginning on page 13 of this issue.

The Sternwheel Room at the hotel was site of the banquet and evening program by Capt. Bob Reynolds, captain and senior pilot for Magnolia Marine. Bob spoke about "High Water, Hot Water," an illustrated and animated talk describing river conditions of ice and flood which make work out on tows "interesting." The audience was captivated by Bob's inside look at those forces of nature which make such a dramatic impact on navigation, and his talk was followed by scores of questions from those in attendance.

As the scheduled program concluded, many of the S&D faithful gathered in the hotel lobby and environs to continue sharing memories and renew old friendships long into the evening. As this 72nd annual meeting drew to a close, members were gratified at the opportunity to look back over 200 years of river and boating history. And as goodbyes were exchanged, so too were promises to gather again next September 14-15 in Marietta. We look forward to seeing you then as we once again celebrate our river heritage.

The official Guest Register for the 72nd Annual Meeting follows. To those who may not have had opportunity to sign in at the registration table or in the ballroom the evening of the banquet, our apologies. Likewise, we beg your indulgence for any mistakes in spelling.

Taylor Abbott – Clarington, OH
 Jackie Anderson – Point Pleasant, WV
 Jan & Jim Armstrong – Gibsonia, PA
 Floyd Barmann – Marietta, OH
 Bill & Debbie Barr – South Charleston, WV
 Laura Baxter – Lorain, OH

Béla & Linda Gail Berty – New Knoxville, OH
 Jackie Reynolds Blankenship – Point Pleasant,
 WV
 Annie & Jim Blum – St. Louis, MO
 Phyllis Crain Bosial – Pittsburgh, PA
 Jim & June Bupp – Charleston, WV
 Susan Burks – Shelbyville, KY
 Victor Canfield – Covington, KY
 Walter Carpenter – St. Marys, WV
 Pat Carr – Macon, GA
 Sandy Reynolds Clark – Point Pleasant, WV
 Mr. & Mrs. Vernon Clifton – Bidwell, OH
 Tom Dunn – St. Louis, MO
 R. Dale Flick – Cincinnati, OH
 Lois Frestaedt
 John & Sharon Fryant – Maineville, OH
 Linda & Mickey Frye – Cincinnati, OH
 Bob Galloway – Knoxville, TN
 Colin & Joseph Gentry
 Emma Glaze – Marietta, OH
 Dan Goen – Indianapolis, IN
 Karoline & Phillip Golovin – Powell, OH
 Shirley Greenwood – Newport, OH
 Aloria Hale
 Barbara Hameister – Blanchester, OH
 Bill & Gayle Hindman – Cincinnati, OH
 Timothy Hocking – Marietta, OH
 Glenna Hoff – Marietta, OH
 Mary Alice Hoffman – Marietta, OH
 Dave Hrokins – Marietta, OH
 Bob & Helena Isfort – Cincinnati, OH
 Michael Jones – Cincinnati, OH
 Bill & Darlene Judd – New Richmond, OH
 Helen & Jim Karnath – Columbus, OH
 Carolyn, M'Lissa & Rick Kesterman –
 Cincinnati, OH
 Yvonne Knight – Jeffersonville, IN
 Bill Mallette – Point Pleasant, WV
 Frederick McCabe – Hannibal, OH
 Louella Nichols
 Collie Ohmstede – Trabuco Canyon, CA
 Liz Patterson – Mt. Clemens, MI
 Frank & True Pollock – Winston-Salem, NC
 Dick & Nancy Prater – Ft. Walton Beach, FL
 Cori Reade-Hale
 Bob & Sharon Reynolds – Paragould, AR
 Judy Reynolds – Reno, PA
 Barb Ritts – Braddock, PA
 Helene & Robert Rose – Chardon, OH
 Bee & Woody Rutter – Marietta, OH

Fred Rutter – Lithopolis, OH
 Marge & William Smith – Springfield, OH
 Jeff Spear – Marietta, OH
 John Spear – Marietta, OH
 Jerry & Lenora Sutphin – Huntington, WV
 Geraldine Swarts – Louisville, KY
 C. & A. Torelli – Pittsburgh, PA
 Sherrie Torner – Caryville, TN
 David Tschiggfrie – Dubuque, IA
 Ruth Valentine – Marietta, OH
 Patricia Van Skaik – Cincinnati, OH
 Mike Washenko – Mt. Clemens, MI
 Bob Way – Mentor, OH
 Jay Way – Bowerston, OH
 Kelsey Way – Athens, OH
 Ann & John Weise – Cincinnati, OH
 Dianne & Lee Woodruff – Cincinnati, OH

A big thank you to Barb Hameister for providing these photos of the weekend. 📷



Bee Rutter and June Bupp visit during a break after Saturday morning's session.



Cori Reade-Hale is joined by Aloria Hale and Colin & Joseph Gentry. It's never too soon to initiate a future S&D member!



Mike Washenko and Liz Patterson of Mt. Clemens, MI are obviously enjoying the good times of another S&D gathering.



Bela and Linda Gale Berty smile for our camera just prior to the evening program.



Rick, M'Lissa and Carolyn Kesterman pose for a family portrait during weekend festivities.



Sharon and John Fryant prepare to enjoy the evening banquet. John's new pencil drawing of the steamboat NEW ORLEANS graced the meeting room to the delight of S&D members. Mike Jones is busy unpacking steamboat treasures in the background.



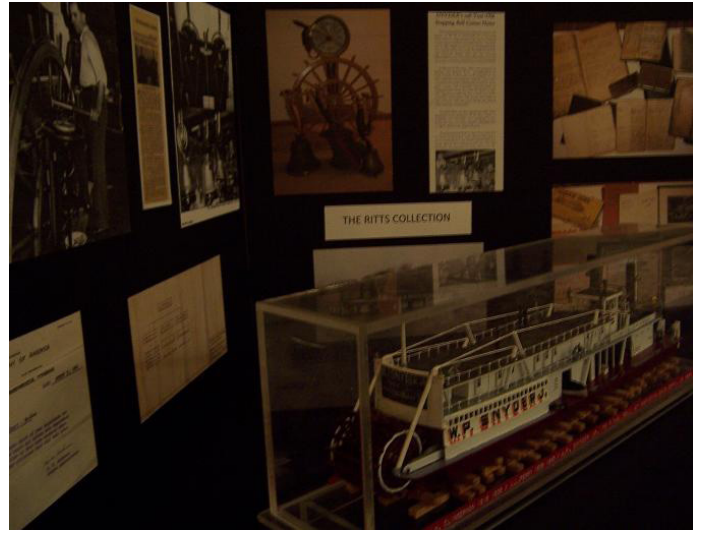
This august group of S&Ders at Saturday's banquet include Yvonne Knight of Howard Steamboat Museum, Geraldine Swarts, S&D treasurer Dale Flick, and Susan Burks.



John Spear enjoys dessert with Capt. Bob and Sharon Reynolds. Bob was the evening's featured speaker, and shared his impressions as a pilot working on the river under sometimes harrowing conditions of ice, snow, and floodwaters.



Jane Greene shares some family steamboating stories with S&D Vice President Victor Canfield.



Photos and W. P. SNYDER, JR. model in the exhibit featuring artifacts from the Capt. Charles E. Ritts Sr. collection on display in the meeting room.



Part of the Upper Mississippi River contingent relax as they anticipate the start of the evening's banquet and program. Capt. Jim and Annie Blum from St. Louis with your editor.



Barbara Ritts of Braddock, PA who, with her sister Beatrice, designated S&D as recipients of their grandfather's steamboat collection spanning fifty years with Crucible Steel.



Another family gathering is pictured above. From left to right are Mrs. True Pollock, Don Pollock, Susan Pollock, daughter Trish, and Dr. Frank Pollock of Winston-Salem, NC.



The SNYDER and TELL CITY pilothouse viewed from the Ohio River Museum building. A special photo exhibit "The Volcano and the Flood" celebrated the museum's 70th year.

Relief Efforts in the 1884 Ohio River Flood

by Dennis Reese

As mentioned in the report of our Annual Meeting, the 1884 Ohio River flood was featured this year in a special 70th anniversary photo exhibit at Ohio River Museum. With this spring's devastation on the Ohio and Mississippi, it seems especially timely that Dennis' story should appear in this issue. A complete annotated copy of Dennis' manuscript with reference citations is available from him on-line at sutterreese@verizon.net

The 1884 flood set high water records along the Ohio River from Pittsburgh to Indiana which lasted for decades. Only Evansville and a few other communities escaped unscathed. The mayor of Covington, KY, telegraphed Governor J. Proctor Knott on February 13: "The strongest language cannot exaggerate the horrible condition of affairs on this side of the Ohio." Conditions were no better on the northern side.

No statistics were published on the total number of persons needing immediate help. The *Indianapolis Sentinel*, extrapolating from 1880 census data, estimated it to be 369,000. While that figure was probably too high, it is safe say that based on reports from newspapers and War Department sources, well over 100,000 persons were deprived of basic necessities.

Skiffs sometimes went down flooded streets in cities like Cincinnati to deliver food through the buildings' windows. Many towns in the flooded area had never been connected to railroad lines, and in some places, including Ironton and Gallipolis, OH, the tracks were washed out or too far under water to use. In such cases supplies sent from outside the flooded district were unloaded at temporary railheads and transferred by skiffs or flatboats to steamboats.

Although skiffs and flatboats had the advantage of being able to go into shallow water, they did not have the carrying capacity of even the smallest steam-powered vessel. Packets and towboats, supplemented by an occasional tugboat

and ferryboat, comprised a fleet of at least thirty-seven vessels which delivered the vast majority of emergency supplies: thousands of tons of food and often bedding, clothes, coal, cash, and medicine. Most of these deliveries were made to hundreds of cities, towns, and landings on the Ohio from near the Pennsylvania-West Virginia border to Cairo, but some deliveries were on the Kanawha River downstream from Charleston, WV.

Eighteen of the steamboats were chartered by local relief committees, either by themselves or with local newspapers in Cincinnati, Evansville, Gallipolis, Indianapolis (using the port of Madison, IN), Pittsburgh, and Wheeling. Another eight steamboats were chartered in Wheeling, Parkersburg, and Charleston by local entities whose affiliations are not clear. One steamboat, KATE WATERS NO. 2, was chartered by a Cincinnati newspaper, with the local relief committee providing some of the supplies. Another steamboat, MIKE DAVIS, was chartered in Golconda, IL, by the Masons of that state.

Regardless of which organization chartered a vessel, newspaper reporters usually went on relief trips, filing vivid reports at periodic stops. This publicity about the disaster helped stimulate charitable donations from all types of individuals and organizations around the country, from former presidential candidate Samuel J. Tilden to the Allegheny [PA] County Saloon Keepers Association.

The biggest source of funds was the federal government. Congress appropriated, and President Chester A. Arthur approved, two groups of funds totaling \$500,000 – the largest appropriation for a single disaster in U.S. history until the 1906 San Francisco earthquake.

The federal relief effort was coordinated by Secretary of War Robert Todd Lincoln, who divided the Ohio Valley into three sectors, each in charge

of an army officer. Capt. Samuel T. Cushing was transferred from Washington, D.C. to Pittsburgh to take charge of operations from there to Ironton. Lt. Col. Amos Beckwith was ordered from St. Louis to Cincinnati to be the commander in the field and to manage the middle sector, from Ironton to Louisville. Col. Rufus Saxton, stationed at the army depot in Jeffersonville, IN, oversaw operations below Louisville.

Each officer was given at least \$100,000 for the procurement and distribution of relief supplies. In addition, Lincoln telegraphed directly the mayors of many flooded towns, authorizing them to spend a fixed amount of federal money to purchase supplies, ranging from a few hundred to a few thousand dollars.

Eventually, the army chartered at least seven private steamboats which departed from Pittsburgh, Parkersburg, Cincinnati, Louisville, and Evansville. Hundreds of tons of rations, their main cargo, were purchased from local merchants. Sometimes clothing, bedding, and medical care were also provided, and a total of 418 tents were provided from government depots in Jeffersonville and Philadelphia. In accordance with standard practice, an army officer accompanied each vessel to supervise the distribution of all items through local officials.

In addition, two U.S. government-owned vessels were used. The BEE, a Corps of Engineers towboat, delivered relief supplies on the Kanawha River and possibly to some points on the Ohio near Point Pleasant. A rowboat and some crewmembers of the Treasury Department's light-house tender LILY were used by the Cincinnati relief committee

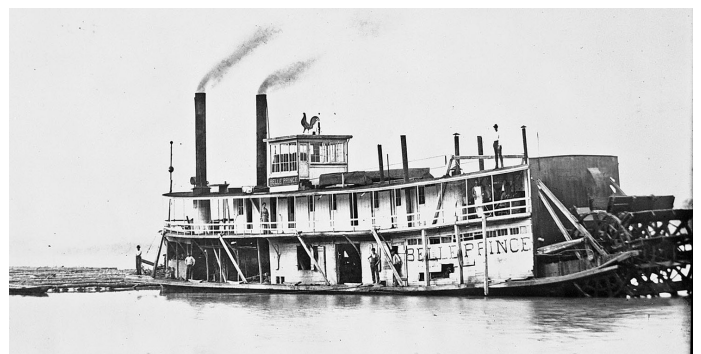


U.S. lighthouse tender LILY, 178 x 28 x 4, built 1875 in Louisville, commanded in 1884 by Capt. George Vandergrift.

to take a physician on emergency calls. The vessel may have also delivered relief supplies, but if so, probably only to a limited extent in the Cincinnati area. Two state legislatures appropriated relief funds: Ohio \$200,000 and Kentucky \$100,000. The states' governors appointed relief commissioners to oversee distribution of the funds.

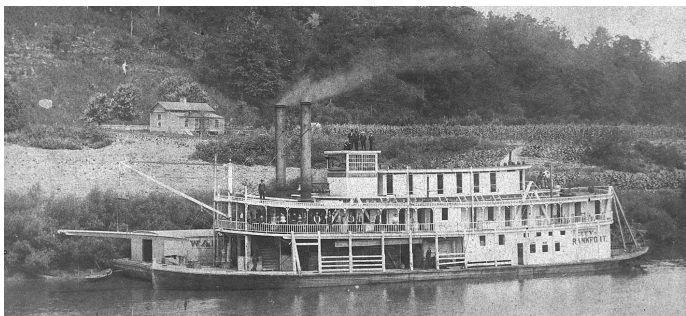
No one executed a master plan to direct all of the relief boats to where they were most needed. In fact, no one knew where all the boats were at any one time. With so many of them on the Ohio, especially between Wheeling and Cincinnati, inefficiency was a real possibility. While initially there were some gaps in coverage, and later some duplication of effort, these problems were mitigated by ad hoc consultation and coordination among federal, state, and local officials.

One type of cooperation was in the transportation of persons on steamboats. State officials, who usually did not charter relief vessels, were particular beneficiaries of this. On February 10, West Virginia Governor Jacob B. Jackson toured the area from Wheeling to Moundsville on the towboat BELLE PRINCE, apparently chartered by a local relief committee, when it delivered food. Indiana Governor Albert G. Porter took a



BELLE PRINCE (T0226), 114.4 x 19.6 x 3.6 hull built 1879 in Freedom, PA, completed at Wheeling. Helped raise SCIOTO in 1882 and transferred records from Wheeling to Charleston when state capital was relocated in 1885

tour of Jeffersonville by skiff, and then rode on the packet CITY OF FRANKFORT, chartered by the Indianapolis relief committee, to Mt. Vernon, IN. Members of the Ohio and Kentucky state commissions went on vessels chartered by local groups or the Army to gather data and disburse funds to local communities. The CARRIE CALDWELL, chartered by the U.S. government



CITY OF FRANKFORT (1072) built 1881 in Madison, IN. Operated on Kentucky River to Madison and Louisville. After her flood relief efforts, she was sold to L&C Packet Co., lengthened, and renamed **CITY OF VEVAY**.

for two trips south of Evansville, at various times had on board the mayor of that city and members of the Kentucky state relief commission and the Peoria, IL, relief committee.

The second type of cooperation was in the itinerary and cargo of some relief vessels, especially above Cincinnati. For example, Pittsburgh relief committee representatives and Captain Cushing agreed on areas of the Ohio where their steamboats would operate. The towboat **IRON CITY** with one barge, chartered by the local relief committee and six newspapers, would go as far as Parkersburg. She left on February 13. The 480-ton packet **KATIE STOCKDALE**, which Cushing chartered, would go farther downriver to Ironton and then work her way back. She left the next day. According to the Pittsburgh committee's report, the plan worked well and had to be only slightly modified. (The **KATIE STOCKDALE** appears in "Adventures in the 1884 Flood" in the March 1973 issue of **S&D REFLECTOR**.)

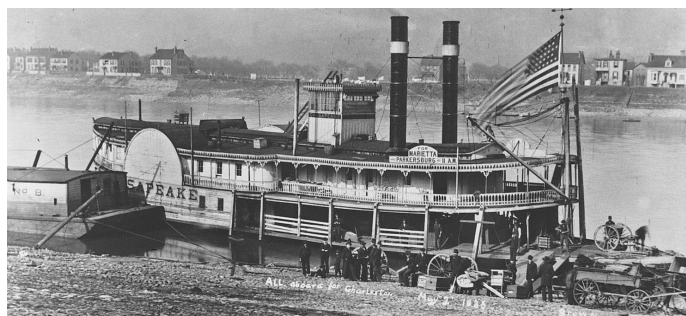


KATIE STOCKDALE (3253), 228 x 34.5 x 5 hull built 1877 at California, PA and completed at Pittsburgh. On Feb. 10, 1884 her pilohouse was sawed off level with pilotwheel to allow her to pass under Parkersburg bridge.

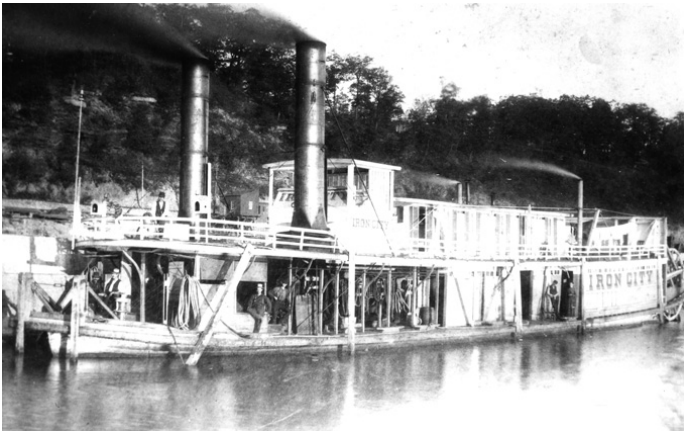
Perhaps the best example of this type of cooperation was the packet **GRANITE STATE**, which at 531 tons was one of the largest vessels used in the relief effort. She left Cincinnati on February 16 to deliver upriver at least 120 tons of supplies furnished by the local relief committee which chartered her: the U.S. government and the Ohio state relief commission. While in Portsmouth the Cincinnati committee representative on board consulted by telegraph with Army Capt. Algernon S.M. Morgan, who had arrived in Parkersburg several days earlier from Pittsburgh to charter a relief vessel. Morgan advised the Cincinnati representative and personnel on the **IRON CITY** where he thought their supplies were most needed when the vessel arrived in Parkersburg. Before returning to Cincinnati the **GRANITE STATE** transferred some relief provisions to the packet **CHESAPEAKE** for distribution by the Gallipolis relief committee. (The **CHESAPEAKE** was used by both that committee and the Ohio state relief commission.)



GRANITE STATE (2434) 221 x 35.6 x 5.7, built 1879 at Cincinnati for Pittsburgh-Portsmouth trade. By 1880, she was running Pittsburgh-St. Louis. Operated by Cincinnati & Memphis Packet Co. in 1888.



CHESAPEAKE (0997) built Ironton, OH 1871, hull 151.8 x 26 x 4.4 Ran variously in Portsmouth-Guyandotte, Parkersburg-Huntington, and Parkersburg-Gallipolis trades.



IRON CITY (T1197) built by James Rees & Sons, Pittsburgh, 1873, with wood hull 110 x 21 x 3.5 for J&L. Towed iron from lower Allegheny City to their furnaces above Lock 1 on Mon River. Courtesy Public Library of Cincinnati & Hamilton Co.

The Gallipolis committee had done yeoman work in delivering assistance on both sides of the Ohio from Marietta to Portsmouth and up the Kanawha. Its work in West Virginia was especially important because state relief appropriations from Kentucky and Ohio could not be used in other states. The committee was running out of relief supplies and the transferred cargo allowed it to continue its deliveries.

The Ohio flood crested in Cincinnati on February 14. Five days later Beckwith announced that everyone from Wheeling to Cairo had food. But late that afternoon nature delivered a cruel blow when a storm with gale-force winds, plunging temperatures and snow struck an area downriver from Louisville and as far north as Milwaukee. On February 21 the Ohio was still rising from Paducah downriver. Various illnesses, including pneumonia, dysentery, fever and chills, afflicted many of the thousands of persons along that stretch of the river who still had inadequate shelter, and limited food and clothing.

The gale accelerated changes in relief priorities that had already begun. Rev. E.P. Donehoo, in charge of provisions on the IRON CITY, told Pittsburgh's relief committee that food was no longer needed along the upper Ohio. Accordingly, when the committee's chartered steamboat RESOLUTE (T2149) left on February 21 with the barge TOP-MILL, they took mainly non-food items, including bedding, shoes, and medicine. Gallipolis residents watched the RESOLUTE head down the Ohio,

recalling her visit there only weeks earlier.

Several vessels in addition to the LILY took along physicians. Beginning on February 17, a U.S. government surgeon accompanied the CARRIE CALDWELL on two round trips from Evansville to Cairo. Similarly, the ISABELLA, one of two steamboats chartered by the Evansville relief committee, picked up a physician on February 20 at Henderson, KY for its trip downstream. The boats also carried a good quantity of medicine, in addition to clothing and food. These efforts alleviated much suffering, but unfortunately help did not arrive in time to prevent the death of an undetermined number of persons.



ISABELLA (T1213) built 1880 at Evansville, IN. Capt. Way says she was a wood hull prop tug 95.5 x 22 x 4.8, and towed transfer barges for the L&N Railroad. All photos on pp. 14-17, except as noted, are courtesy of Murphy Library, University of Wisconsin, La Crosse

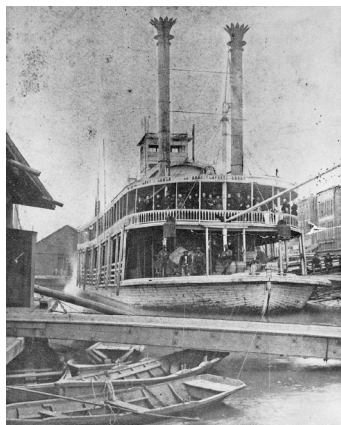
Another change in priorities was the increased emphasis on rehabilitation, including the repair of homes and farms. As early as February 13, Governor Porter called for help to repair houses. His appeal was echoed by many in the region, but, as in previous calamities, Congress limited relief funds to food, tents, clothing, and the transportation of those items. Funds from private parties and state of Ohio appropriations, however, had no such restrictions, and some money from those sources was spent for rehabilitation.

Those funds, however, were not sufficient. The gap became the special target of the three-year-old American Red Cross (ARC) and its founder, Clara Barton. After overseeing the delivery of supplies in Cincinnati, she went on March 3 to Evansville, the center for relief efforts on the lower Ohio. Five days later she left on the steamboat JOSH V. THROOP, the first Red Cross-chartered vessel in American

That Amazing Back Cover

Nothing in the past year has elicited such a flood of comments to the editor as the back cover of September's REFLECTOR. Whether by e-mail, letter or posting on steamboats.org, readers have written to comment, inquire, or simply register amazement at the clarity and detail of the Detroit Publishing Co. photo and of Don Walsh's full-color update.

Keith Norrington kindly sends the two photos below, undoubtedly taken by our mystery photographer at the same time, with a positive ID of 1906 at Vicksburg. In addition to the two Belles, the first photo shows ADDIE T (0063) landed above BELLE OF THE BENDS. Built in 1904 at Higginsport, OH for the Cincinnati-Vanceburg trade, here she is two years later, operated by the Miller Line on Yazoo River. The boat appearing in the left background tantalizingly displays a nameboard at the front of her pilothouse, but neither your editor's eyes nor zooming in with the computer produced a readable image. We solicit your help. The steamer behind ADDIE T, lying cockeyed in our back cover photo, yields no additional clues in this photo as to the reason for her plight. 🕒



JOSH V. THROOP (3153)
145 x 30 x 3.5, built 1880 in
Evansville by Capts. George
and John H. Throop, sons
of Capt. Josh V. Throop.
Ran in Evansville-Paducah
trade. The boat and crew
were volunteered by Capt.
John for relief work in the
Evansville area. She was
the first steamboat ever
chartered by the Red Cross.

waters, to aid victims downriver to Cairo. After supervising ARC relief efforts on the Mississippi, she made a second trip on the Ohio beginning in late May, this time helping to rebuild homes.

When the relief effort was over, the U.S. government had disbursed \$329,500 in the Ohio Valley; the state of Ohio \$147,165; and the state of Kentucky \$44,276. Expenditures by local relief committees included those of Cincinnati, \$97,751; New York City, \$50,159; Pittsburgh, \$37,619; and Ripley, OH, \$11,284. The Red Cross did not break down the \$175,000 total it spent on relief for both the Ohio and Mississippi River floods.

Overall, the relief effort was judged a success. Sometimes bordering on hyperbole, the popular press lauded the work of Lincoln, Army officials, some local relief committees, and the Red Cross. A news dispatch from Wheeling on February 21 opined, "Relief for sufferers by the unprecedented floods last week in the Ohio valley is being thoroughly organized, and all agencies, from the U.S. government down to committees in the smallest communities, are working together efficiently and harmoniously." The *Pittsburgh Dispatch* on February 22 said the KATIE STOCKDALE's voyage represented "the most expeditious, suddenly planned and quickly executed relief movements on record." An editorial in the Madison (IN) *Daily Courier* on February 26 claimed that in the Ohio Valley, Indianapolis "stands at the head of all cities in the world for benevolent enterprise."

By the great 1913 Ohio Valley flood, steamboats had been eclipsed by other forms of transportation, including steam locomotives and in some states by electric interurban trolleys. The 1884 relief effort may have been the steamboat's finest hour. 🕒

Falls Heroes: Louisville's Lifesavers

Chapter 4

by Leland Johnson

NEW BOATS AND ENGINES

Every moment of every day and throughout each night a boatman stood in the watchtower high over the Louisville station, standing always to help him stay awake and alert. The government's ever-constant sentinel scanned the river with a spyglass and later with binoculars, looking upriver toward Towhead Island, down along the Louisville levee, across to the Indiana shore, and downstream toward the roaring Falls and dams, ever in quest of danger signals or threats to public safety. To assure the lifesavers' alertness and prove their fitness for this service, Superintendent Kimball had a time clock installed in the watchtower with a time card for the lookout to punch every fifteen minutes. If the time card did not show the marks as scheduled, the watchman was required to explain the situation clearly to the keeper at the end of his four-hour watch—reduced to two hours later in the station's history. The lookouts also scribbled a log of passing boats and events they observed; and each evening the keeper wrote a summary in his daily log. Only in darkest nights, heaviest fogs, or coalsmoke smogs were events on the river concealed from the watchmen's ever-open eyes.

The lifesavers' conduct of these and other duties were inspected every quarter of the year under the aegis of Captain David Dobbins, with instructional



Lifesaving station with CITY OF LOUISVILLE

refreshments provided by Lieutenant R. M. Clark. They supplied the Louisville station's crew with training and equipment, including their uniforms. In May 1891, for example, Dobbins inspected the station and arranged to hoist a dinghy, supplied for all lifesaver stations, out of the way, where it had no practical use. He consulted with Devan and the crew about which uniform was best suited for Louisville's southern climate, and changed it to light-weight white duck uniforms, shipping the formal blue wool uniforms to a northern station. In the meantime, Lieutenant Clark tested the crew, finding they could launch the READY to stroke in eight seconds and follow with the RECKLESS in twenty seconds. This quarterly routine received fresh leadership at the death of Captain Dobbins in August 1892. Captain E. E. Chapman succeeded Dobbins commanding the Ninth District at Buffalo, while Lieutenant S. M. Landry followed Clark as the instructor.

NORA BELLE

Lookout Henry Shuck, peering through the dusk on February 9, 1890, saw the little steamer NORA BELLE (4221) going to the bottom in the canal. Owned by contractor SooySmith for the construction of the Big Four Railroad Bridge, two days earlier, with Captain Billy Carter at the wheel, the steamer was bringing down a barge of stone for use in the bridge piers when the barge capsized at the foot of Towhead Island, dumping its load into the river. The barge continued downriver, bottom up, and oddly floated its way into the canal. On the ninth, the NORA BELLE set out to retrieve the barge, but on the way hit a drift log lodged against the bank, stoving in her hull. Water surging into the hull took the crew by surprise and they scrambled topside as the boat sank. The lifesavers arrived alongside just as the water climbed to the hurricane roof and took the boat's crew aboard the lifeboats and safely to shore. A few days later, Captain James

Duffy lashed flatboats to both sides of the wrecked boat and raised her for delivery to Towhead Island, where the owners beached her and removed boiler and machinery. They installed these on their new towboat PAULINE (T2014), the first boat built on the Point in Louisville since Captain George Miller completed the SALINE (4976) in 1882.

Hard luck plagued the contractors for the Big Four Bridge. In May 1890 submersible caissons used to install the bridge's pier foundations turned over and flooded, drowning twenty-one workers. Keeper Devan launched both boats to the bridge pier, but could save none of the men and just dragged for their bodies. And in December 1893 portable scaffolding used to install the spans collapsed in wind gusts, dropping fifty workers into the frigid river below. Again, Devan sent both lifeboats to search wreckage for the workers and bodies, but most had lost their lives in the long fall into the icy river. When contractors completed this bridge in 1895, it had cost \$2.5 million and sixty-one lives. The bridge was abandoned in the 21st century, perhaps to be converted into a pedestrian promenade over the river.

FLOOD & CYCLONE OF 1890

Keeper Devan and his lifesavers were busy throughout March 1890 as the river rose and began flooding low areas. They boated people from their houses to safety and moved loads of furniture to higher ground. They rescued occupants of the old St. Charles Hotel in Portland, evacuated most residents of Shippingport, and on March 27 covered themselves with glory. That night, a tornado ripped its way through Louisville and opened a passageway through to the river, breaking boats loose from their moorings. It swept barges over the Falls and followed them with broken log rafts that splintered against the jagged rocks.

When the tornado's terrible howling passed at eight that evening, the lookout could see little, but he could hear distress whistles blowing at the wharf. Every boat at the wharf including the wharfboats had been blown from their moorings and all were floating toward destruction on the Falls. Broken loose from the Cincinnati Mail Line and the

Evansville wharfboats were the steamboats JAMES GUTHRIE (2926), TELL CITY (5327), GRACE MORRIS (2409), and CITY OF MADISON (1098). Fortunately, Captain John Kriker had steam up on his CITY OF MADISON, else all might have wrecked on the Falls. The cyclone blew the boats out to midriver, and the roaring waves tossed them toward the Falls. Seeing their plight, the crews threw lines over to the CITY OF MADISON which then towed them to shore and with help of the W.C. HITE (5625) straightened them out again. Although the ferry HITE had been caught in midstream by the storm and whipped completely around by the wind, she was not damaged except for the terrible fright suffered by her passengers.

When lifesavers saw the tempest approaching, they securely fastened their station to the shore, then launched their boats into rolling clouds and inky darkness on the river. Waves ten feet high crashed inboard, but their lifeboats did not capsize. Keeper Devan in the READY pulled toward the Indiana bank and saw a light moving downstream. The whipping wind brought the sound of a steamboat bell ringing in distress. Turning toward the sound and pulling harder, they saw the steamboat HIBERNIA (2631) looming before them. Her crew were on the roof calling for help, for their steamer seemed doomed to strike the bridge piers and go down. The life savers rowed alongside, and carried the sixteen crew members to the Indiana bank safely. Then at risk of life they went back to the drifting steamer rolling heavily toward the bridge pier, and after a long tussle against the gale towed the steamboat to the Indiana bank, saving it from destruction. They then crossed back to Louisville and helped the steamers land at the levee. Not a man drowned on the river during the storm, and Devan earned praise as commander of the "best Life Saving Station in the government service."

For a time thereafter, the lifesavers enjoyed a respite, dealing only with several small craft in danger. They saved, for example, the valedictorians of Louisville's high schools one evening when the graduates took a boating adventure on the river to celebrate, but broke their skiff's oarlocks in the strong currents and floated helplessly toward the Falls for a serious education. Devan's crew rowed mightily across the river and caught the boys

when just a few feet from the Big Eddy where they certainly would have drowned. Devan called it the narrowest escape he had seen in all his years of service.

Keeper Devan became “Commander” Devan in September 1891 when Louisville organized a Mardi Gras type celebration on the river. Aboard the towboat WASH GRAY (T2614), Devan escorted “King Mercury” aboard the royal barge JAMES GUTHRIE (2926)—the dandy Jim—down the Ohio, and as they approached Louisville they were met by Lord High Admiral Will Hays with the steamers SUNSHINE (5235) and CITY OF JEFFERSONVILLE (1086). Landing on the levee at the foot of Fourth Street, King Mercury and his retinue disembarked to the sounds of cannon blasting, bands playing, and whistles blowing, then paraded through the Falls City to an amphitheater where the Duke of Louisville, the mayor, greeted his royal majesty to open the pageant. Not nearly so fruitful as New Orleans’ Mardi Gras, this celebration did not survive to become an annual civic event.

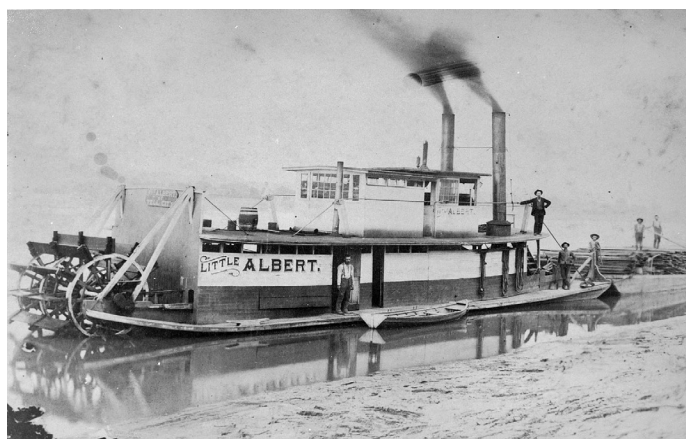


Left to right: CITY OF JEFFERSONVILLE, 150 x 34 x 6.3, built 1891 by Howards for Louisville & Jeffersonville Ferry Co., who owned all three of these ferryboats; SUNSHINE, built 1888 by Howards, 175 x 37 x 5.8, renamed PRINCESS in 1923; and W. C. HITE, also built by Howards in 1882, 155 x 36 x 6.3. The story of W. C. HITE, both man and steamboat, appears in the March 1969 REFLECTOR.

The following spring, the lifesavers rescued ten people in a single day, June 10, 1892. The crew was busy giving the station its spring cleaning when lookout John Curry gave the alarm that four men in a skiff had lost control of their boat and were carried downstream into the Falls. The lifesavers chased them down Indian chute, overtook them before they capsized in the Big Eddy, and delivered them safely to the station. Later that evening, lookout Ed Farrell saw a boat with three men and three

women passengers out for a pleasure ride heading down toward the dam. These were students at the Southern Baptist Seminary who knew little of boating. The lifesavers heard frantic screams from the party as the boat fell over the dam toward a terminal baptism. The lifesavers followed and also jumped their boat over the dam into the turbulence below. The rescue proved difficult because two of the passengers had fainted and lay nearly lifeless in their boat. Fortunately the skiff remained right side up until the lifesavers could drag the six into the lifeboat and return them to the station to dry out.

LITTLE ALBERT



Captain Hawley commanded the sternwheel towboat LITTLE ALBERT (T1594), just 65 feet long, out of Evansville, towing a barge of staves in March 1893 from Tell City up to Louisville. After unloading the staves, Hawley backed his small and low-powered towboat from the levee where a high wind and current swept it stern-first toward the Falls. Struggling to regain control, the captain waited too long to sound the distress signal, five short blasts on the whistle, and had entered the Falls before the lifesavers caught up and came alongside. Boatman Tony Leopold clambered onto the towboat and took its helm. Although the barge broke loose and waves demolished it on the rocks, Leopold knew the chute intimately and steered the towboat in and out among the dangerous rocks, at last getting it safely over the Falls to a landing at Portland.

Anthony “Tony” Leopold joined the Louisville lifesavers in November 1882 as replacement for the physically disabled Joseph Martin. He performed

excellent service until the death of his wife, when he began taking sick leave in 1894. On the July 4th holiday, he played on the East End baseball team, enjoying a game against the West End team at Gay's baseball park at the foot of Campbell Street near the levee. Leopold's shouting indicated to spectators that he had been drinking. In the ninth inning, when a runner for West End slid home and the umpire called him safe, a rhubarb broke out and Leopold became angry. He reached into his inside vest pocket, pulled a pistol and fired, hitting a bystander over the left eye. This ended the fight as the team rushed the wounded fellow to a physician. Leopold then staggered down the levee and jumped into a skiff, which quickly capsized, splashing him in the water. Still not sobered, he climbed into a second skiff and pulled across the river with all his strength. Two policemen in a boat monitoring recreational craft heard the shot, turned and chased Leopold, ordering him to stop. Leopold hunched down and rowed harder, so one policeman fired wild shots at him until he ran out of shells. Taking the oars with his partner, both police rowed in pursuit, but Leopold proved too fast for them and landed on the Indiana bank. The shots and chase had drawn a crowd, however, and two detectives arrested him as he touched bank. They jailed him for malicious shooting, but Leopold soon made bail.

Surprised by Leopold's troubles, Keeper Devan suspended him until further orders and employed William Reinbolt in his place. Leopold remained suspended six weeks while Superintendent Kimball reviewed his case, and on August 19 Devan received authority from Kimball to reinstate Leopold. Leopold served with distinction on the station thereafter until he retired because of disability in 1909; he suffered from tuberculosis and perished in 1913.

After twelve years' rough service, the original lifeboats *READY* and *RECKLESS* were in sad shape, and Devan reported their condition to headquarters. On instructions from Kimball in March 1893, Devan contracted with Capt. Ed J. Howard at the Jeffersonville boatyard, one of the most well-known yards on the Ohio River, for constructing two new twenty-four-foot lifeboats on the model of the first river skiffs. When the first was delivered in August, on orders from headquarters

Devan shipped it by rail and accompanied it to the Chicago World's Fair known as the Columbian Exposition. The fresh new river skiff, named the *RESCUE* and colorfully painted, became part of the Life Saving Service's fair exhibit, representing its river department. Devan accompanied the boat and enjoyed the exhibit and the fair, except for its giant Ferris wheel. According to a friend, Billy covered his head with his coat near the top of the wheel and shouted: "Hol' on boys, let it stay until this thing quits turning!" By the time Devan and the skiff returned to Louisville, Howard had the second ready for service, and Devan dismantled the two older boats.

JOHN K. SPEED

The big sternwheel *JOHN K. SPEED* (3077) was a hardluck boat. Captain Fred Way wrote that she sank three times, was afire twice, broke several shafts, and lost her wheel overboard. Her first sinking, he said, was at Belle Grove plantation in 1898. This, however, was three years after she went over the dam at the Falls on March 8, 1895. Coming up from New Orleans with heavy cargo, she put off freight at the Louisville levee, then was caught by a gale while backing from the levee and was blown headlong down over the dam. Passengers were badly frightened, but the quick arrival of the lifesavers quieted their worries. Captain Dan Varble also heard the steamer's distress signal and took the harbor boats *WASH GRAY* and *TRANSIT* down through an opening in the dam and lashed on to the steamer on both sides. With the power of all three boats, they steamed across the river and, after a stubborn fight, they ascended Indian chute to Jeffersonville, where the harbor boats turned the *SPEED* loose to continue her voyage to Cincinnati.

RECREATION BOATING

Until the 1890s most recreational boating at Louisville involved rowing. Sailboats occasionally plied the river, but the Ohio, with few dams then impounding wide pools, at most points was too narrow for pleasurable sailing. People going fishing or searching for fun and a cool breeze on the water owned or rented small rowing craft with various designs—skiffs, yawls, johnboats. Indeed Louisville

had two boat clubs, the Mattie Hays Boat Club named for Will Hays' daughter and the Louisville Boat Club. In addition to social functions, these clubs sponsored annual regattas, typically including competitive rowing, matching their teams against rowing clubs from Jeffersonville or Cincinnati.

Overnight recreational boating on the Ohio was not common, although poverty-stricken families often lived aboard shantyboats. With a cabin on a barge-like hull, shantyboats resembled the pioneer flatboats that had brought families to Louisville in the early years. Shantyboats, however, were not recreational craft but served as housing for people who fished and eked out a living along the river. Typically shantyboaters found an off-channel site, like the slough behind Towhead Island near Louisville, to tie off and stay until police enforced restrictive laws and the shantyboats floated on to another port. Often the lifesavers would rescue entire families as their shantyboats drifted into dangers on the Falls.

The word "houseboat," referring to recreational craft, first appeared in Louisville's publications in 1895, and indeed Billy Devan may have constructed the first houseboat at the Falls City. In the summer of 1895 he designed and built a forty-five by eleven-foot "houseboat" like no other in Louisville. At its fore was a commodious living space with canvas curtains for the windows in foul weather and fly screens for summer insect protection. In its stern was a kitchen with cook stove separated from the living quarters by a partition. Six cots sat crossway in the living quarters, leaving room at both ends to walk forward or aft. Bunkers near the ceiling stowed bedding during the day to conserve space, and tabletops could be hoisted and pinned against the wall when not in use. An ice box holding several hundred pounds of ice and provisions and longnecks sat near the bow. Storage shelves lined the walls. A roof over the bow had rolled canvas awnings that could be lowered and buttoned down during storms. Oar locks and big oars provided the propulsion and steering.

Devan named it HYGEIA after the mythological Greek goddess of health, and told reporters he intended to use it to jug for fish. Jugging involved baiting hooks on lines tied to jugs and tossing them

overboard, then casually floating downriver behind the jugs. When a fish hit and the jug bobbed like a fishing cork, the party rowed their boat to the jug and yanked it up, hoping the hook had snagged the fish. Devan painted numbers on his jugs so friends could take as many as they wished, dropping a dime for each jug into a pool box and listing the numbers under their names. The owner of the jug catching the largest fish won the pool of dimes. Keeper Devan spent holidays during summers of the 1890s majestically floating the river in his houseboat accompanied by parties of friends, often including many of Louisville's physicians. The fishing expeditions must have provided therapeutic relief from stress.

Powered recreational craft were unusual before the 1890s and consisted chiefly of launches with steam engines. These were costly to build and often required employing small crews to operate them, limiting their use to wealthier citizens. The lifesavers rowed after these steam launches whenever they got in trouble. In August 1895, for instance, the little pleasure steamer AILENE was taking a party from the Mechanics Club upriver for an outing when her engine broke down. The mechanics patched it up, but it broke down again and could not be restarted. Floating down to the head of Middle Chute, the mechanics began sounding the distress signal. Both lifeboats from the station responded, catching up to the steam launch and securing lines to pull it out of danger. With steam engine and iron hull, the launch was so heavy that the lifesavers rowed nearly an hour against the current before they could move it toward shore. By the time they landed the boat safely, they were completely pooped.

As early as 1884 skiffs occasionally passed the station with power provided by a Shipman oil engine. It used oil instead of wood or coal to heat a small boiler only eighteen inches high, turning a shaft extending to a screw propeller at the skiff's stern. At 450 revolutions per minute, the little engine could thrust a skiff downriver at ten miles per hour. These were miniature steam engines, however, not internal combustion engines of the type that first appeared at the Falls in 1893.

The first boat at the Falls propelled by an internal combustion engine was built at Howard shipyards

in 1893 for Kentucky Governor Simon B. Buckner, who named it DELIA after his wife. (Buckner was also the Confederate general who surrendered Fort Donelson in 1862 to U. S. Grant.) The DELIA had a four-horsepower Sintz gas engine manufactured especially for Buckner at a plant in Grand Rapids, MI. (A year later Elwood Haynes used a Sintz gas engine to power his horseless carriage, considered the first operational automobile in America.) The little engine turned a stern paddlewheel, pushing the twenty-five-foot-long and six-foot-wide DELIA with ten passengers at a respectable pace. The Governor took it to Green River for transporting passengers and cargo from his plantation to the railroad bridge at Munfordville, KY.

Boats with internal combustion engines joined steam launches in recreational boating at Louisville, where by the end of the 1890s fourteen powered launches were in service: seven steam launches, three with gasoline engines, three with naphtha engines, and one with an engine burning alcohol. The largest of these was the steam launch DICK BURKE, sixty feet long and carrying thirty-five passengers; and with two sleeping rooms and a kitchen it qualified as the first motorized houseboat at Louisville. It was in December 1898 that Louisville's lifesavers first rescued passengers in a gasoline-powered boat from destruction on the Falls; and in 1899 Superintendent Kimball approved the service's first experiments at the Marquette, MI, station with lifeboats powered by gasoline engines. Internal combustion engines then evolved in the 20th century as the propulsion of choice for many recreational boats and the lifesavers' boats as well as commercial towboats on the inland rivers.

Louisville had the only floating station in the service until 1896 when Superintendent Kimball approved one at Dorchester Bay near Boston, MA, wisely placing a station closer to the luxurious yachts and sailboats. This floating station was one hundred feet long and thirty-three feet wide, resembling a ship with pointed bow and flying bridge where the lookouts stood watch. Like the Louisville station, it launched lifeboats through a door at its stern into the water. Anchored in the bay, its bow always swung into the wind, allowing lifeboats to be launched in the lee at the rear. Dorchester station had a nine-man crew, but closed during winter months when

few sailboats braved the winds and cold. Early in its service, this station obtained a launch with a gasoline engine, making it probably the first station to have a power boat.

1895 ICE

In January 1895 high water and ice brought tons of heavy drift down river, and to prevent it flowing into the canal the Army engineers sent the steam towboat MAJOR MACKENZIE (T1699) with three barges to block the canal's mouth. Drift then accumulated against the barge fleet in a deep mass extending upriver a considerable distance, until the pressures became so great that it snapped the lines from the fleet, smashed the barges, and dashed the towboat against the canal's stone walls, destroying her paddlewheel. Seeing the disaster, Keeper Devan sent his lifeboats through the debris to help. Finding the steamer in no danger of sinking, they helped run lines from the steamer's capstan to the bank so she could pull herself out of danger.

A few days later the TOM REES NO. 2 (T2451) came up from the canal and hit an ice floe that broke the lines holding her barge fleet, which broke up. Some barges went over the dam and sank, others floated back down the canal with the lifesavers in pursuit. After securing the barges, Keeper Devan received a request for help from a ferryboat captain, blocked by the ice from crossing to Indiana. Devan sent Tony Leopold and Edward Farrell to the ferry, and the captain asked them to take a skiff and boathook to clear a channel through the ice. Dragging the skiff over the rugged ice polar style, they launched it in a clear opening of water and manually broke a path open through the south edge of the ice gorge. A crowd collected on the levee to watch their work, although they were often hidden by piles of ice fifteen feet high. The harbor boats FULTON and TRANSIT then used the path cut by the lifesavers to deliver barges of coal from the Pumpkin Patch on the Indiana bank to the Louisville gas works.

After ice left the river, the lifesavers had an escape that seemed miraculous. On April 16, 1895, lookout William Drazel saw three men in a skiff washed by swift currents over the dam and into the

Falls. Tony Leopold, Frank Elzin, and Owen Curley took the first lifeboat after the men, jumped the dam and without hesitation went into the roaring Falls in pursuit. Both boats hit the rocks and capsized, throwing the three men and three lifesavers into the water. The men treaded water to keep afloat until the boats resurfaced, then swam to the overturned boats to hold on until the second lifeboat with Gillooly, Farrell, and Drazel arrived. With great difficulty because of the turbulent currents, they hauled the six men aboard, tied on to the overturned boats, and returned through high waves to land safely at the station, exhausted.

W. L. MORTON

The little steamboat W.L. MORTON (5648) was just sixty-seven feet long, built far up the Tennessee River near Knoxville. She came to Louisville bound for Evansville with a coal barge in tow and became caught in swift currents on April 2, 1896. Captain J. J. Dilligan intended to take his boat through Indian chute, but he did not ascend far enough upriver to enter the chute and his boat did not respond to her rudder, drifting toward the dam crossing the Middle chute. The captain put the helm over and set the paddlewheel churning in the opposite direction, but powerful currents still carried her down and dashed her over the dam into the turbulence below. The hydraulic jump below the dam was so strong that the boat and her barge were caught and held in the turbulence until the captain cut loose the barge and regained control of the helm, shooting the steamer safely into Indian chute. Keeper Devan and his lifesavers pursued the loose barge, shot the falls, and caught onto it with a heavy line. By dint of hard rowing, they pulled the barge around into Indian chute and lashed it back to its steamer, which then proceeded with a shaken crew toward Evansville. A few days later, unfortunately for Captain Dilligan, his steamer burned at the Evansville wharf.

Later that year, three workers laid off from a rolling mill near Portsmouth, OH, set out in a skiff downriver in search of new jobs. After a week's rowing, they arrived at Louisville and were overly confident that they could easily shoot the Falls. Leopold on lookout saw the three were bound

for trouble, and Devan with his lifesavers went posthaste to the rescue. The three men, however, did not see the fast approaching lifeboat and continued rowing. The lifesavers yelled for them to turn back, but they did not hear over the roaring Falls and kept their course. As they went over into the Falls, the rocky rapids knocked their skiff to smithereens, but the three clutched to their oars and kept afloat until the lifesavers shot over the Falls and came up below them. Picking them out of the water, Devan took them to the station, dried them out, fed them, and gave them fresh clothing. The Women's National Relief Organization supplied clothing, and the station had permission to distribute food to the sufferers from the station mess. When last seen, the three survivors were hiking in new clothes along the canal toward Portland, hoping to find work on a towboat headed south.

What news reporters touted as the "best managed rescue" that the Louisville lifesavers ever made came at dark the day after Christmas 1896. A dark, murky cloud hung over the river when the lookout in the tower heard frantic calls for help near the dam, but he could see not a speck in that direction. Devan hastily instructed the crew of lifeboat No. 1 to pull out in the direction of the sounds, and in an instant the gallant lads were streaking through the water. Luckily their sense of direction paid off and they found two boys floundering in the water nearly strangled. The boys had slipped to an abandoned coal barge stranded near the dam and had loaded their skiff with coal. When they started ashore, the bottom of their skiff fell out and it went down in a moment. Both boys were wearing heavy clothing and struggled with great difficulty to stay afloat while screaming for help. The lifesavers got to them not a second too soon and pulled them out before they sank. When the lifesavers rowed them to the station, so cold were the boys that they puked when brought near the red hot stove.

Occasionally the lifesavers became involved in law enforcement, although they did not have the legal authority later given to the U. S. Coast Guard. For example, S. J. Burford had left his steam launch ANN T. moored at the foot of First Street, and a well-dressed man boarded it, lit off the boiler, got up pressure, sounded the whistle, cut the line and ran it upriver at full speed. After circling around

the harbor, he steered toward the Falls but headed toward the dam between the Kentucky and Middle chutes. Seeing this mistake, the lookout sounded the alarm and the lifesavers pursued the launch. It hit the dam and rolled over, spilling the operator into the water. The lifesavers picked the fellow up, tied onto the launch, and pulled it to shore. They found two revolvers and cartridges still aboard and James Barto of Philadelphia admitted he had stolen the launch and planned a voyage in it to New Orleans. Devan called the police who jailed Barto on a charge of grand larceny.

SPEED AGAIN

As the 19th century closed, the Louisville lifesavers performed one of their greatest rescue feats when the hardluck JOHN K. SPEED wrecked again at the Falls. In March 1895, the lifesavers had boarded the SPEED to calm her passengers after the boat drifted over the dam. On a return visit to Louisville in April 1899, with Walter Connor and Tom Goss as pilots, wind and current again carried her from the canal entrance down over the dam, which holed her larboard hull aft of the boilers, sinking her in nine feet of water. When she hit the dam, her 101 passengers rushed for life preservers, and their fear increased when the boat heeled as if to turn over. They rushed up to the roof, scrambling and screaming. Her landing stage fell overboard and current pulled hard against it, causing the boat to list until Mate Barney Connell with an ax chopped the lines holding the stage to the boat.



JOHN K. SPEED sunk at the Falls in April 1899

Jack Gillooly was on watch, saw the troubles and gave the alarm. Both lifeboats launched and lifesavers boarded the SPEED even before she

settled to the bottom. Keeper Devan personally directed the rescue, giving women the precedence as always. Many trips back and forth to shore were required to evacuate the hundred passengers plus the crew, along with whatever baggage could be salvaged. Then the lifesavers assisted the SPEED's Captain H. J. Vinton as he sought to repair the boat and raise her. They had made twenty trips to and from the steamer, carrying workers to the boat, when Ed Farrell gave the alarm that the assisting harbor boat FULTON (To858) and barge hauling salvaged freight had wrecked in Indian chute. The lifesavers flashed off again, across the river and up Indian chute to rescue workers on the barge which had hit a bridge pier. Later, two carpenters in a small boat also got into danger, and the lifesavers hauled them back to the bank. After more than one hundred trips in the lifeboat, Keeper Devan could report that all people on the boats had been saved without a single life lost. Captain Robert Wise, manager of the company owning the SPEED credited Devan and his crew with saving the passengers. "In one minute after the accident the boats were out to the SPEED," Wise said, "and 110 people were taken ashore by the life savers without even wetting their feet." Thus the lifesavers covered their work with glory as the 19th century ended. 🕒



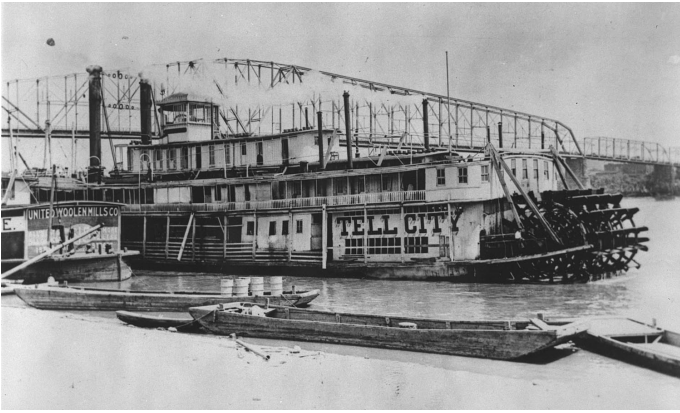
View of station showing the opening in lower end through which lifeboats were launched and retrieved from the river.

Photo of Lifesaving Station shown above courtesy of Kentucky Historical Society.

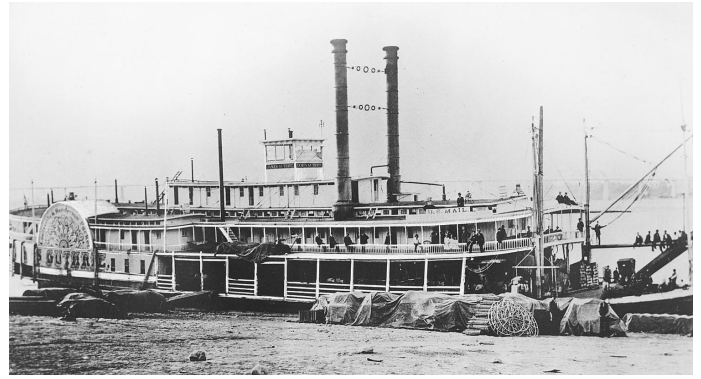
Photo on page 18 courtesy of Howard Steamboat Museum.

Photo of CITY OF MADISON on page 26 courtesy of Public Library of Cincinnati & Hamilton County.

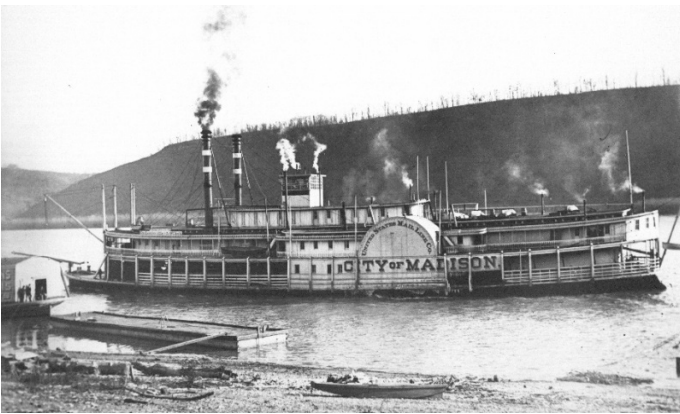
All other photos on pages 20, 25 and 26 courtesy of Murphy Library, University of Wisconsin - La Crosse



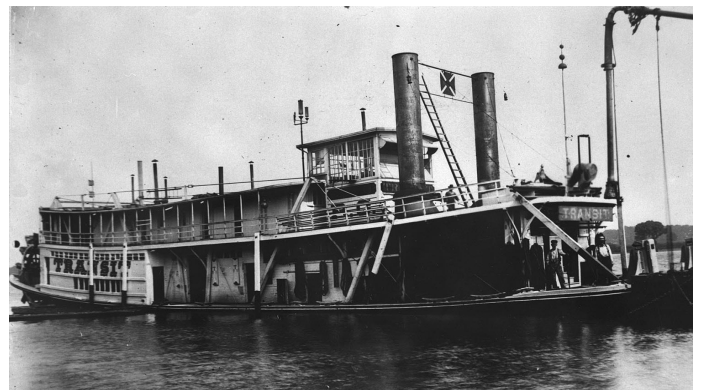
TELL CITY, built 1889 by Howard, 191 x 35 x 5.2 for Louisville & Evansville Mail Line. Along with three other packets, she broke loose at Louisville during the tornado of March 27, 1890 and was returned to the wharf by CITY OF MADISON.



JAMES GUTHRIE, known as "Dandy Jim," served as Royal Barge for King Mercury in Sept. 1891 festival at Louisville. The river royalty was met by Lord High Admiral Will S. Hays in company of **SUNSHINE** and **CITY OF JEFFERSONVILLE**.



CITY OF MADISON, built in Madison, IN for U. S. Mail Line in 1882 with hull 265 x 42.1 x 6.3. She was the only vessel of the four landed at the Louisville wharf with steam up when the tornado struck, and with the ferry **W. C. HITE** was instrumental in bringing the others safely back to shore.



TRANSIT, with harbor boat **WASH GRAY**, aided **JOHN K. SPEED** on March 8, 1895 when she went over the dam.



HIBERNIA, built 1881 in Rock Castle, WV, 135 x 25 x 4. Ran Gallipolis-Marietta trade, and then Gallipolis-Parkersburg in 1885. Shown here in flood stage river, likely the 1884 Flood described in Dennis Reese's story on pages 13-17. The lifesavers rescued **HIBERNIA**'s crew as she drifted toward bridge piers, and they finally got her landed on the Indiana shore.



U. S. Engineer's **MAJOR MACKENZIE** (on left) attempted to prevent ice and drift from blocking the canal in January 1895. The ice wrecked her wheel and sank her three barges.



TOM REES NO. 2, built 1869 in Pittsburgh, 168 x 29 x 5.5, broke up her barge fleet on the ice shortly after the **MAJOR MACKENZIE** had failed in her attempt to clear the canal.

A Farewell Salute for Two Steamboat Icons

It is perhaps ironic in this year of celebration of Western Rivers steamboating that the two modern-day steamers which were remarkable for eschewing the conventional, classic design of a steamboat, should both meet their end. In tribute to the ADMIRAL and MISSISSIPPI QUEEN, we share these farewell remembrances from S&Ders who were a special part of those boat's lives.

Annie Amantea Blum

My years working on the steamer ADMIRAL extended from 1962 through 1978. I always loved the ADMIRAL; truly she was the "apple" of St. Louis' eye, so to speak, and was known simply as "the boat." Those years flew by because almost every moment was a good one and I woke each day knowing that I was enjoying my work.

Of all those good times, one of my very favorite was when it rained. Except for the Ballroom-Mezzanine cabin, the boat was open at the sides, and when it would rain the first thing our deckhands would do was stretch the canvas coverings across those openings. This canvas did a good job keeping the decks dry, but the deckhands would always carry out huge mops to soak up any water that did get in. Most of the passengers would congregate in the cabin for dancing, or just look out at the rain. As the skies got darker, all the lights on the boat were turned on and the whole effect was of being in a safe, cozy and protected environment, almost like being home with family. The river might be moving with the wind, but the boat went on her way undisturbed and all was well.

Another favorite time was twilight. There is a special quality on the river when the sun starts

receding. There is a quietness, a pause, and even on the hottest days there is a relative coolness that settles in. The river itself appears smoother as the fading light is reflected on its surface. Even though the ADMIRAL was underway, things appeared more quiet and as darkness neared, a light on shore appeared there, and there, and finally everywhere; not only on shore and on other boats, but in the water itself. The night would deepen and with the sparkling of the water, the world appeared perfect.

One afternoon these two events came at once. On Saturdays the ADMIRAL had an afternoon trip from two until six. I always waited to go to dinner as long as I could so that I could be on the fourth deck close to twilight time. On this particular day, late in the season, the approaching twilight was interrupted by clouds and a summer rain which was quiet, but steady. The canvas was closed, all the lights were on, the river was a little angry, but we gently and safely paddled along in our own world.

Tom Dunn

To those who are not from St. Louis, it is difficult to describe the emotional attachment that people here have for this unique vessel, the Streckfus ADMIRAL. There are thousands who have enjoyed a cruise or worked aboard the boat, and all have their memories and stories.

Hundreds of adults today look back on their first job aboard the boat as a positive learning experience. Capt. Carroll's son, John, often tells the story about his grandfather, Capt. Joseph Streckfus, a big man of maybe 400 pounds. On one occasion Capt. Joe had just come from the office barge and was walking down the main deck of the ADMIRAL between trips where he saw a young man sitting, doing nothing. Capt. Joe asked him, "Don't you have something to do?" With that, the fella responded, "What's it to you, fatso?" Capt. Joe hesitated, said nothing, turned and walked off the boat and back to his office. Returning to the boat soon after, he reappeared now wearing his Captain's hat. The young man's eyes widened as he saw this very large man approaching and now realized who he had smarted off to. Again Capt. Joe said nothing,



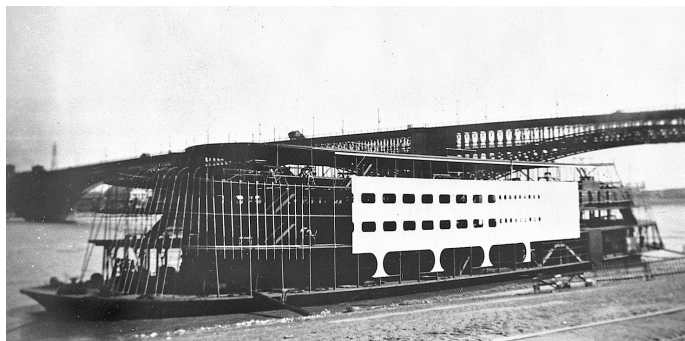
but grabbed him by his collar and dragged him off the boat and down the gangway. At the end of the gangway Capt. Joe gave him a good kick in the pants, "You're fired." Surely that young man remembers to this day that learning experience.

There are literally as many stories and memories as the number of people who came aboard. I started here on the St. Louis riverfront about 38 years ago with Streckfus Steamers aboard the ADMIRAL. I was Advertising and Sales Manager during the seventies, a period when the ADMIRAL had a resurgence and was as popular as ever. As the years passed, the boat went through a series of transitions, but to me she was always the great ole ADMIRAL, the boat with all the memories and good times. Streckfus Steamers went through transitions as well, name changes and operations. When the ADMIRAL became a dockside venue, we brought back her sister ship PRESIDENT, a wonderful boat with her own rich history, to cruise in St. Louis. Later we brought in the BELLE OF ST. LOUIS. Both were great and popular vessels, but they were not the ADMIRAL. More than just a landmark or institution, the boat was just something special: she was simply The ADMIRAL.

I have been on countless cruises on some very nice boats, but the best cruise I was ever on was in 1974 aboard the ADMIRAL. We were bringing the boat upriver from New Orleans with a skeleton crew and spent the day painting just about everything. It was around 6 p.m., Capt. Bill Streckfus had just been relieved in the pilothouse, and he joined four or five of us at a small table in the middle of the top deck. It was the only table on that immense deck, and we had it all to ourselves. Just passing Tower Rock, the sun was setting and beginning to cast shadows along the shoreline. We enjoyed a cocktail as a cool breeze brought with it the smell of Miss Effie's dinner being prepared a deck below. I don't think I've ever had a more relaxing experience. It is hard to put into words, but I guess it is the simple things in life that count. When I hear everyone recalling all the exciting and fun times aboard the boat, I think of that evening, and I still do to this day. That's the ADMIRAL I wish to remember.

Ellie Carroll Brown

The ADMIRAL was always "Poppy's Boat" to



ADMIRAL under construction ca. 1939. (Murphy Library).

Capt. Joseph Streckfus' grandchildren. We would ride once or twice a week, usually with mom (Betty Streckfus Carroll), grandmother (Lola), Aunt May Streckfus and Aunt Jeanne Meesey (mom's sister) and our Meesey cousins. (See photo on page 2 - Ed.) Our day would begin with a visit with Poppy in his office on the stern of the wharfboat. We had free reign of the boat, and could explore every nook and cranny. We couldn't get into too much trouble since both my dad, Capt. Bill Carroll and Uncle Bud Meesey worked on the boat. Aunt Shirley (Capt. John Streckfus' wife) was Purser, and her office would be the first place we would visit once the boat left the dock. She always had a supply of "red money" for us to use in the arcade machines. Red money was test-money and was actually real coins painted with red nail polish. We were supposed to be able to ration out our supply of test-money to last all day. I don't think we ever got through the day without asking her for more.

There were so many arcade games we loved to play: the picture booths, make a record machine, "Around the World Trainer" and "Shoot the Bear." Mom loved to ride the pilothouse, as did Grandmother and Aunt May . . . we kids always knew where to find them. It was also great fun to go up to the pilothouse where we got to take turns blowing the whistle and trying our hand at steering the big boat. Sometimes, when we were younger, we took naps in the Texas behind the pilothouse. I loved the sounds of the boat up there, hearing her exhaust shush-shush-shush, listening to the people talking and laughing on the top deck, and the calliope playing right over my head! We loved the dance shows too. Uncle Bud was Head Officer of the dance floor deck and he always helped us get front row center seats. And when the band was playing, we could sit on the bandstand! We never missed the

Hokey Pokey, Bunny Hop, or “Roll Out the Barrel” polka. Lunch was on the fourth deck and steward Marvin Chapman would set up a special table for us. “Devil”, the waiter, or “Big Ed” Wilson would serve us, and usually we would all get roast beef over stuffing, green beans and mashed potatoes, and a big glass of orangeade. Then we would have a chocolate ice cream soda for dessert.

When we got a little older, instead of playing the arcade games and spending our time dancing, we thought it was great fun to hop into one of the souvenir stands and wait on customers, or make the popcorn. Miss Effie Goss might need help in the fourth deck kitchen. Instead of asking for “red money,” the girls would help out in the Purser’s Office counting money from the arcade machines, and my brothers would hang around the engineroom with Chief Jack Chapman, learning how to work the steam engines and fire the boilers.

Most of Capt. Joseph’s grandkids worked on the ADMIRAL through high school. I continued my steamboating career after college working with my dad, Capt. Bill Carroll, and with my brothers Bill, Joe and John on the ADMIRAL, on the small boats HUCK FINN and TOM SAWYER, and also on the PRESIDENT in New Orleans. The passing of the ADMIRAL saddens us all, and in tribute to her we offer “One Long – Two Shorts – One Long: the landing whistle of Streckfus Steamers since 1884.”

Capt. Jim Blum

Little did I know on that cold February afternoon in 1968 that the boat on the St. Louis riverfront just below Eads Bridge would play a pivotal role in my life. A return visit in June, now as a crew member of the steamer DELTA QUEEN, revealed a shiny, freshly painted, genuine sidewheel steamboat: the largest excursion boat on the Western Rivers. The granite block-paved wharf was populated with floating wonders like the ADMIRAL and GOLDENROD Showboat . . . all yet to be explored. The world of Western Rivers steamboating was just beginning to infiltrate my bones.

A visit to the “Big Silver Boat” revealed a wondrous world of adventure. Here was an Art Deco masterpiece with an air conditioned

ballroom: the Blue Salon, large enough for 2,000 dancers and attended to by a 16-piece band. There was a Mezzanine from which one could see all the way from stem to stern, and all sorts of flavorful offerings on the fourth deck. The main deck housed pin ball machines; a fortune teller who, for one solid quarter, provided a little card with your fortune; a coin-operated steamboat race; popcorn; drinks of all sorts; and the most alluring of all, the smell of hot oil, steam, and the pulse of steam-driven pumps and generators. To make all this happen were two sets of boilers in the hold and a pair of hand-shipped steam engines driving two enormous sidewheels through pitmans named “Popeye” and “Wimpy.” And hanging from the starboard wheel house bulkhead was a curious device – the long wooden bar used in the unlikely, but possible case that one engine got hung up “on center.” To summon the faithful there was a steam calliope of ancient heritage and a steam whistle to run chills up one’s spine. A genuine fire-breathing, smoke-belching, music-making miracle wrapped under a curvaceous silver skin.

Capt. Johnny Graham, who had begun his river career as a youngster on the CAPITOL while Commodore John Streckfus was in charge, returned to pilot the ADMIRAL during her 100-day season after his retirement from the Coast Guard. He would do some trip pilot work for the DELTA QUEEN, along with Capt. Charlie Fehlig, who had also begun his career with Streckfus Steamers during the reign of Capt. Joe. Charlie was a young “stand boy” and was photographed taking the first ticket to ride the ADMIRAL on June 12, 1940. When these two fine pilots made trips on the DELTA QUEEN, I would spend as much time in the pilothouse with them as I could. Capt. Graham made mention from time to time about a certain young lady who worked in the Captain’s Office on the ADMIRAL. He thought I should meet her. Once that connection was finally made, the rest was history, as is sometimes said. When Capt. Graham retired from the ADMIRAL after her 1972 season, I was hired as pilot.

Working her last year as a steam sidewheel boat was the opportunity of a lifetime. She exhausted just behind the pilothouse, so one could hear her quietly pant at each stroke, or listen to her tell you when water was a little too high in the boilers, or feel her labor when fully loaded with dancing passengers.

Going out on a Saturday night with four thousand passengers on board, after leaving many back on the wharf because the boat was sold out, was a sterling experience which can never be recreated. The ADMIRAL had a personality and a soul all her own. The simplicity of her Art Deco design with pleasing curves, hidden lighting, and flowing lines, all cutting edge when designed, were still not dated at the end of her excursion boat career. Sleepy and cold in the wintertime, she awoke to become alive and vibrant in the summer.

The opportunity to ride her December 1979 trip for drydocking in New Orleans was a melancholy one at best, as the Big Boat's future hung in the balance, and it ultimately tipped against her. Watching as she was turned into an ill-fated "entertainment center" was painful. Even more painful was witnessing her being used as a pawn in Missouri's "Riverboat Casino Licensing Roulette Game," a slow, steady slide into oblivion. Her "last excursion" on July 19, 2011 to Mile 167 in tow of m/v MICHAEL LUHR, was made as an obligation on my part to bid her a proper farewell from all who had trod her decks and whose lives were made much richer for the experience: mine, because of Annie; and the two of us by being captivated by the breath and soul of the Big Silver Boat.



Remains of ADMIRAL on Aug. 16. Photo by Denny Schwandt

Capt. Gabe Chengery

Unlike several other vessels, the MISSISSIPPI QUEEN was not built as a steamboat replica. A good example is the AMERICAN QUEEN: a beautiful vessel, but designed as a replica of a Mississippi River steamboat circa 1885. Much like the DELTA QUEEN, constructed as a classic original to the 1920s, the MQ was a classic original to the 1970s. Although some steamboat "purists" would say that the vessel looked like a square boxy

factory building, the MQ was by no means the first riverboat built without lines. It has been said that once aboard the boat, you didn't notice the lack of sheer and crown. The idea was to build a modern-day sternwheeler unlike anything ever seen before. America's Bicentennial gift to the inland rivers had many of the standard cruise ship amenities.

The Dining Room and Grand Salon were located on the upper Observation Deck. Those large windows coupled with the narrow outside deck provided a beautiful panoramic view of the shoreline while dining or enjoying a daytime activity inside. In the style of the 1970s, there was plenty of chrome and glass throughout the interior. With the idea of enhancing the beautiful colors outside along the riverbanks, internally everything was painted a shade of beige. Of course, the "jewel in the crown" was the beautiful Paddlewheel Lounge. The two deck glass-enclosed room at the stern overlooking the paddlewheel was a nightly showplace with an ambience of unmatched elegance.

I first started working on the MISSISSIPPI QUEEN in summer 1977 as relief Captain. In the spring of 1978, I was asked to assume command of the vessel full-time. It was the beginning of a love affair with that boat that I enjoyed for six years! After 1984 I spent the rest of my career sharing time on the DQ and MQ, with an occasional trip on the AQ. I had hoped to work with the crew in giving our MQ passengers the same experiences as we had provided on the DELTA QUEEN for years. It didn't take long to realize that the crew and passengers were quite similar on the two boats, only there were twice as many people to work with.

One of the most important experiences of becoming Master of the MQ was the challenge



*Launch of MISSISSIPPI QUEEN at Jeffboat, Nov. 30, 1974
Photo courtesy Murphy Library, U. of Wisconsin - LaCrosse*

of learning all the handling characteristics of this unique vessel. Although I noticed the big girl to be a wind-catcher at times, the bow thruster was a big help. With two speeds in each direction, it was quite adequate when adjusted properly by the engineers. One of the most efficient designs of the boat was something that very few people saw. On the stern, her three main rudders provided ample backing power for a 365-foot vessel weighing in at 4500 tons. I guess one of the best compliments I could give her was how steady she steered. I often said you could set her on a straight rudder, leave the pilothouse and go down to the Grand Salon, have a dance or two with an obliging lady passenger, go back to the pilothouse and the vessel would be right where you left her, continuing steady on her course.

When I boarded the MQ in 1978, I fell in love with the magnificent MISSISSIPPI QUEEN. But there was even more. One of the entertainers was a lady with a beautiful voice. Young Cindy Unrein was singing love songs to the passengers and that was "all she wrote." A year and ten days later we were married and have enjoyed 32 wonderful years together!

I retired from the Delta Queen Steamboat Co. on November 19, 2006, when I left the MISSISSIPPI QUEEN at Memphis. As you captain a vessel, you develop a "feel" for the movement of the boat. Those feelings I have for the MISSISSIPPI QUEEN add to the sadness I now feel for the premature end to a magnificent all-steam sternwheeler. However, after many years of happy times on the MQ and all the wonderful crew members I worked with and loved, I will always treasure those great memories and carry them with me the rest of my life. 🕒



Capt. Doc Hawley surveys the final disposition of the MISSISSIPPI QUEEN at Belle River, LA on August 2, 2011. Photo courtesy of Judy Patsch.

2012 Calendar Available



Historic Sternwheel Preservation Society Inc. (a 501.c.3 non-profit) publishes a steamboat calendar each year, with proceeds used for maintenance of the 1923 sternwheel towboat BARBARA H. The 2012 calendar features early photos of 13 sternwheel towboats printed on heavy card stock, suitable for framing.

The boats featured in 2012 are: W.C. KELLY, CLIPPER, JOHN ORDWAY, LOGSDON, GOUVERNEUR, NEW LOTUS, KEYSTONE, DONALD ZUBIK, MARY WOODS NO. 2, A.V. CRISS, LOUISE, CLAUDE L. PRINTZ, ODESSA, and GILLETTE. Calendar price is \$15.95 each with \$4.50 shipping. Additional calendars require \$1 additional shipping each. Mail check or money order to:

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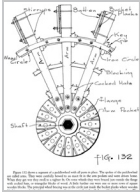
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Small Stacks

A Closer Look at the CHAPERON - Part Three

by John Fryant

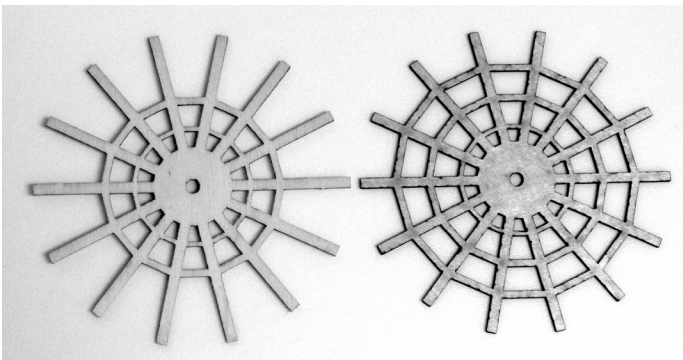


John's completed model of CHAPERON with the revisions noted in this column. All photos courtesy of John Fryant.

In September's column, mention was made of inaccuracies in the CHAPERON model kit. Having recently completed one, there are some major shortcomings which I discovered.

The most obvious is the pilothouse which has windows all around and no interior detail, despite John Breynaert's plans (on which the model was based) that clearly show the typical pilothouse open front with breast board, visor, and interior details of pilotwheel, stove, lazy bench, etc. Also, the laser cut one-piece windows are a bit heavy looking, whereas there were actually three sliding windows on each side and two in back, in typical riverboat fashion. In my opinion, the windows would have been better done in photo-etched brass like the railings.

The laser cut sternwheel spoke units have omitted the outer ring of braces and are too thick.



They should have been cut from 1/16" thick plywood instead of the 1/8" basswood supplied. The kit-supplied sternwheel spoke unit appears to the left in the previous photo, with a corrected version to the right. The cranks on the paddlewheel shaft are twice as long as they should be. As the CHAPERON had four foot-stroke engines, the cranks should be only 1/2 inch long center to center in 1/48th scale. The roof bell should be about twice the size of the one provided.

While the photo etched brass railings are very well done, they need cap and bottom rails. On my model I used tiny plastic channel for the top rail and plastic strips for the bottom. The plastic channel is available from Plastruct at their website (www.plastruct.com) and is product #90531. The finished railing appears in the photo below. The photo-etched brass turnbuckles look strange, as they are two-dimensional. There are many sizes of turnbuckles available from model railroad suppliers as metal or plastic castings which would have looked more realistic. The fittings that go atop the sampson posts for attachment of the hog chains are oversize. They have been cleverly designed, again in photo-etched brass, to be folded into their proper shapes, but they look too large. I omitted these entirely and ran the hog chain rods over the tops of the posts. The castings supplied for the whistles are very poorly done, having no recognizable shape. I scratch-built two whistles from brass rod and wire.

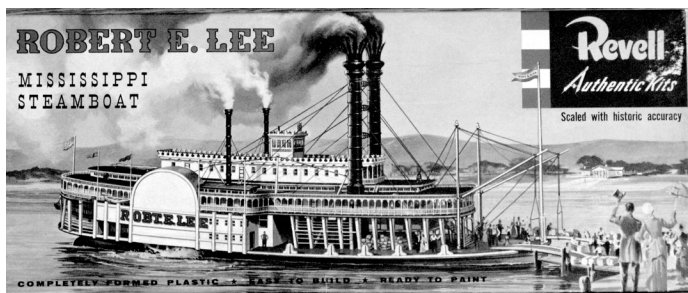


The kit box photo shows cabin doors painted red, whereas they were actually painted white, in typical steamboat fashion. The main deck is shown in natural wood, although it was probably painted with red lead or some shade of red, at least on the head of the boat and on the fantails. Some packets were done this way, with the mid portion of the deck left unpainted. The windowed sides of the

skylight roof are shown painted black, as is the rub strake around the main deck. Both should be white.

There are other minor things that could be corrected, but they aren't as obvious, except to the die-hard steamboat researcher. Overall this is a very nice kit that goes together almost flawlessly. Unfortunately, the above mentioned items weren't correctly done and I hope perhaps they can be corrected in future issues of the kit.

While on the subject of model kit inaccuracies, there is another tale to tell. The famous "racer" ROBT. E. LEE has been produced as a model kit by several firms over the years. All of the kits are inaccurate, most notably in the hull shape. The famous and very old firm Boucher-Lewis (pronounced boo-shay) offered a quite nice wooden kit back in the 1950s. By the middle of that decade two plastic kit manufacturers were offering LEE kits. Pyro Plastics was the first, followed by Revell with a smaller version. The larger Pyro version, also produced under the Lindberg name, can still be found at swap meets. The smaller Revell kit was re-released a couple of years ago. Scientific Model Co. (now defunct) also produced a wooden kit and there have been several European-made kits available.



All of these are inaccurate and the story behind this is a fascinating one. Back in the 1930s Arthur Barrett researched and drew a complete set of plans for the LEE, built a live steam operating model and wrote a construction series about it that appeared in *The Model Craftsman Magazine*. Mr. Barrett's efforts are commendable only in that they proved him a pioneer in the field of steamboat research. But much of his historical information and his resulting model were wrong. Evidently he had photos of both the first and second ROBT. E. LEE and assumed they were the same boat. As most steamboat historians know, there were two big Mississippi River side-wheelers named for the famous general. Both were

owned by Capt. John W. Cannon. When the first LEE (the racer) wore out in 1876, Capt. Cannon had a larger and finer ROBT. E. LEE built utilizing the engines and much of the equipment from the first boat. Now before you start e-mailing the editor, yes I know there were more than two steamboats named ROBT. (or ROBERT) E. LEE. In fact there were at least five and one of them ran on the Potomac River!

As mentioned, Mr. Barrett's model plans were a combination of the first and second boats. Sadly, those plans became the basis for all of the later kits produced of the LEE. The most notable errors lie in the shape of the hulls, which in no way resemble the true hulls of this type of steamboat. While the superstructures bear a general resemblance to the two boats, most of the detailing is faulty.

In 1977 Alan Bates researched and drew a set of plans for the racer LEE. Alan's hull drawings were based on an old daybook that once belonged to Thomas Humphries, a partner in Dowerman & Humphries, boat builders of New Albany, IN. Capt. Cannon had contracted with this firm to build the boat, but after an argument with Mr. Dowerman he leased a neighboring shipyard, Hill, Roberts & Co., and supervised the building of the LEE himself. We must conclude that the design of the hull had taken place before this change of builders occurred.

Using Alan's plans, I built a gigantic 1/48th scale model of the LEE for the Mississippi River Museum at Mud Island in Memphis, TN. It was delivered in February 1982 and is still displayed there. Even this model isn't entirely correct, as the museum insisted that it be equipped with landing stages. Having modeled the boat as she appeared at the time of her race with the NATCHEZ, she probably had stages aboard but they weren't equipped with derricks until sometime after that event.

No one will probably ever build a totally accurate model of any Western Rivers steamboat, whether it is a kit or scratch built. The details of any given boat changed often during the boat's lifetime. The model builder must often choose the year, month and day for representing any given steamboat – a near impossibility. Even then, some critic usually appears after the model is complete with information proving the long-suffering modeler in error. ❗



Final Crossings

Frederick Way III Nellie Shaffer Way

Fred and Nell were friends and more for a lifetime and have now crossed the bar together this July 26, 2011. We know many readers will feel the poorer for their passing.

Fred Way and Nell Shaffer, born in 1925, grew up in Sewickley, PA, attended local schools and both graduated from Sewickley High School in 1943. Nell was involved with many class activities and later enrolled in education at Indiana State University in Indiana, PA. Fred was of a mechanical bent and more fascinated with cars and ham radio than academics. With the outbreak of World War II, Fred served in Europe with the 20th Armored Division.

Returning to Sewickley in 1945, Fred and Nell discovered each other. Eventually, Nell received her degree in education from Indiana University and Fred in physics and math from the University of Pittsburgh. They were married in 1948 and lived in New Brighton, PA.

With the dawn of the computer age in the 1950s, Fred found his chosen field of interest. In 1956 he joined the staff of Case Western University in Cleveland to assist in setting up their Computer Center. Professor Way pioneered the development of the teaching program for the still-emerging science which changed most fields and became ubiquitous. Fred was popular with the students and was recognized by Case in 1969 for his teaching ability in the computer field.

Like his younger brother Jim, who passed away this year on June 7th, Fred too was one of S&D's charter members. Nell and Fred seldom missed an annual meeting. Nell was often the gracious hostess for the Friday evening get-togethers, while Fred served for many years on the Board of Governors,

in addition to producing the 1994-98 S&D REFLECTOR Index in true Webster's New Collegiate Dictionary style.

Those annual meetings were an occasion for family reunions and Fred and Nell often presided over one or more tables during the banquets. The Way clan and friends were easily identified by the sound of laughter coming from the back of the room.

Fred and Nell are survived by sons Jay and Robert in the Cleveland area, four grandchildren and one great grandson. A joint service for brother Jim and for Fred and Nell was held on August 12, 2011 at the Way family plot in Sewickley Cemetery.

Our thanks to Woody Rutter for his tribute in memory of Fred and Nell.

Capt. Charles W. Decker

Capt. Charles W. Decker, well-known pilot for some twenty years on the BELLE OF LOUISVILLE, passed away at the age of 86 on September 15, 2011 in New Albany, IN. He was a native of Morgantown, KY and was with the U.S. Army Corps of Engineers for many years as a master and pilot. He was an Army veteran of World War II. Preceded in death by his wife Dorothy Marie Becker, he is survived by two children, four grandchildren and ten great grandchildren. Funeral services were on September 19th in New Albany.

Like most river people, Capt. Charlie was always very friendly and kind, enjoying talking river whenever possible, whether in a grocery store or in the pilothouse. He will be greatly missed by all who were privileged to know him. A long and two shorts of the whistle in memory of a consummate riverman and gentleman.

Thank you to Keith Norrington for sharing his obituary notice for Capt. Charlie with the REFLECTOR.

Memorial Service for Miss Helen Hughes Prater

Family and friends of Helen Hughes Prater gathered at Christ United Methodist Church in Louisville the morning of September 30, 2011 to pay tribute to the memory of a beloved member of the steamboat community. Prior to the service, those in the congregation viewed a slide show of images taken throughout Helen's long river career, ably arranged by Jerry Sutphin, and accompanied by recorded music of Miss Helen at the piano.

The welcome by Dick Prater was followed by Keith Norrington's pipe organ prelude "Shall We Gather at the River." Eulogies were offered by Dick, his sister Lil, and by other family members and friends. A trio from the Prater family, Lil, Amy and Joe, sang Helen's favorite hymn "In the Garden." The service concluded with Travis Vasconcelos' calliope-styled performance of "Goodbye Little Girl, Goodbye," played appropriately on the organ's flute stops, and followed with a recorded roof bell departure signal and final whistle salute from the DELTA QUEEN.

After the memorial service, many assembled at Zachary Taylor National Cemetery, where Miss Helen's ashes were interred alongside those of her husband, Col. B. E. Prater. Grandson Mark Prater offered the closing remarks and prayer.

on Sept. 18 featured an exhibit preview by co-curator Jerry Sutphin and included a medley of songs from "Showboat" as well as other river tunes.

September 23 - October 30: "Steamboats: A Part of Life" photo exhibit at the Howard Steamboat Museum Carriage House, sponsored by HSM and University of Louisville Photographic Archives.

October 6 - 8: "Floating Palaces? Steamboating in the Ohio Valley and Beyond" featuring film, lectures, and Oktoberfest cruise on BELLE OF LOUISVILLE, sponsored by The Filson Historical Society.

October 12: Presentation on Steamboats and Steamboating with music of Stephen Foster at Rivervalley Community Center, Moscow, OH.

October 14 - 16: BELLE OF LOUISVILLE and BELLE OF CINCINNATI cruises and race at Madison, IN, sponsored by Rivers Institute of Hanover College.

October 21 - 22: Steamboat Symposium and Family Day at Eugene and Marilyn Glick Indiana History Center in Indianapolis, with sessions by noted river historians and writers. Co-sponsored by Indiana Historical Society and Rivers Institute.

January 10, 2012: Port of New Orleans Arrival Reenactment of steamboat NEW ORLEANS. 

Bicentennial Activities

As 2011 comes to an end, many special Bicentennial programs are being observed or have already taken place. Listed here are those which have come to the REFLECTOR's attention during the summer and fall.

July 30-October 30: "Paddlewheels and Whistles: Cincinnati and the Steamboat Era" at John A. Ruthven Gallery in the Cincinnati Museum Center.

September 10-November 6: "On Inland Waters: Steamboats on the Ohio River" at Huntington Museum of Art, with drawings, paintings, photos and steamboat memorabilia. The opening reception

Back Cover

Another view reminiscent of our front cover shows the Louisville harbor boat TRANSIT (T2463) after tangling with ice. The 1889 Brownsville-built TRANSIT, 122x24x3.9, also appears in balmier days in Chapter 4 of the Falls Heroes saga on page 26. Last spring your editor was bemoaning the harsh Upper Mississippi winters to "southerner" Alan Bates. Alan's unsympathetic reply was that Louisville is no stranger to ice and snow either. If it is true that a picture is worth a thousand words, then perhaps the caption for our covers should read " 'nuff said." Photo from Capt. Jim Howard Collection, courtesy of Howard Steamboat Museum.



TRANSIT
LOU