

S & D

REFLECTOR

Published by Sons and Daughters
of Pioneer Rivermen

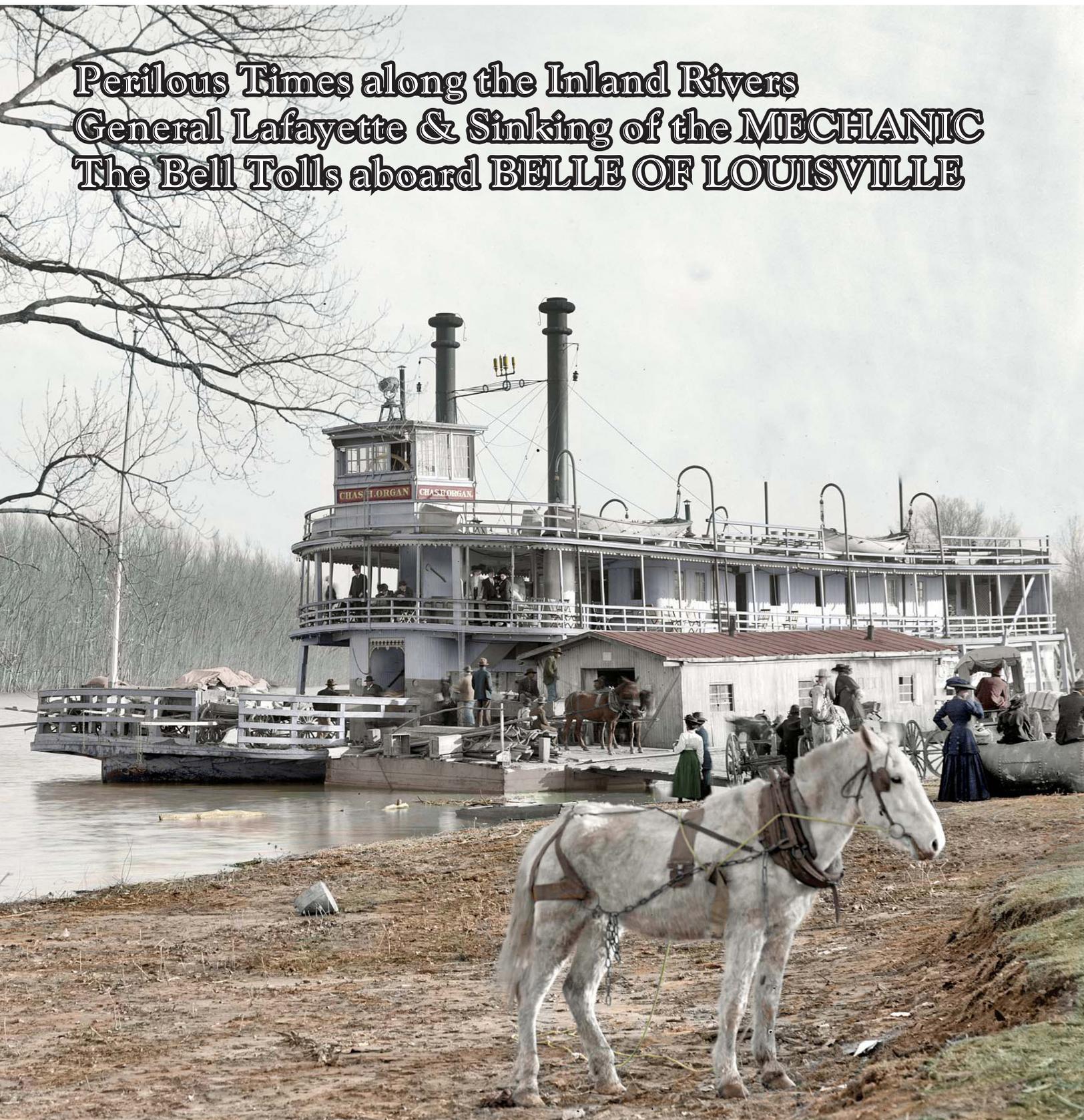


Vol. 57, No. 3

Marietta, Ohio

September 2020

Perilous Times along the Inland Rivers General Lafayette & Sinking of the MECHANIC The Bell Tolls aboard BELLE OF LOUISVILLE



Front Cover

West Memphis Packet Company's ferry CHAS. H. ORGAN (0953) landed at the wharfboat in the backwaters of Mound City, AK about five miles upstream from the mouth of Wolf River at Memphis, circa 1910. This striking digital color version of a Detroit Publishing Company 8 x 10 dry plate negative is the painstaking work of Don Walsh of Meaford, Ontario. Don's amazing photos of a host of steamboats have appeared in the REFLECTOR going back to 2010. For further details about the cover photo and the CHAS. H. ORGAN, please turn to page 22. *Photo courtesy of Don Walsh.*



Reflections from Our Readers

Frank Prudent writes: "Well, the world has sure changed since we chatted on the phone after I received the March REFLECTOR. Meanwhile, the promise of sending you this note about the ISLAND QUEEN bell was forgotten until I read Dale Flick's email about canceling of S&D's annual get together, and there it was, the mention of you getting ready to put the June REFLECTOR to bed! Better late than never, so here goes.

The photo of the old painted cast iron bell that for years sat outside the entrance to the River Queen Restaurant in the now demolished original terminal of the Greater Cincinnati Airport had my father's oft-repeated pronouncement about that bell ringing in my ears. Despite the sign which said it was rescued from the wreckage of the second ISLAND QUEEN after the fire, my father would say "It's nothing but an old farm bell and was never on the IQ." Dad would be a pretty good source as his first job on the river was as striker on the IQ from June 1, 1941 till she was laid up for the year on November 1. Even after that, he continued to maintain contact with the crew and the Coney Island Co. owners. Capt. James Butler, her pilot, and the company Secretary and Treasurer Ralph G.

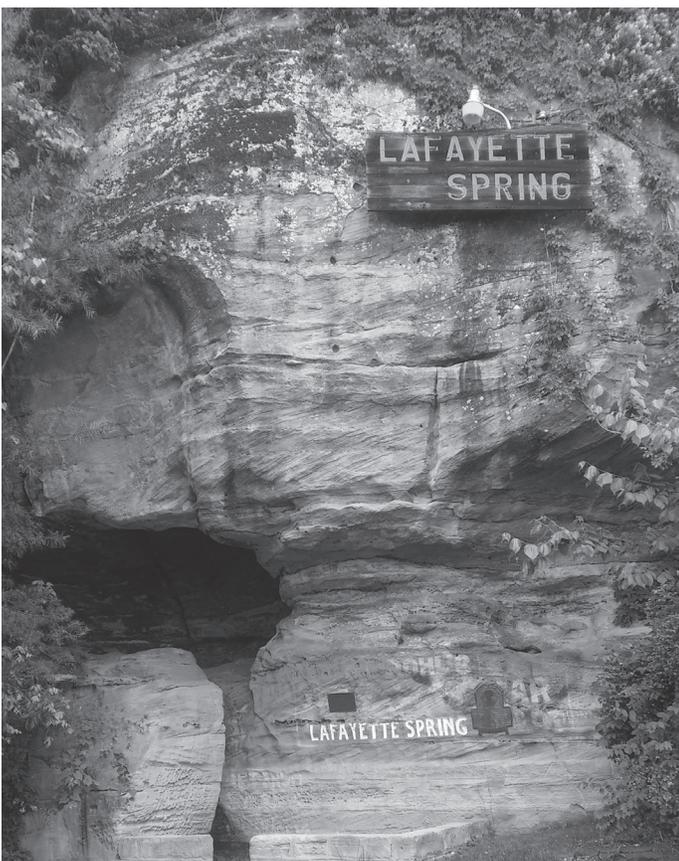
Wachs were comfortable enough to write letters of recommendation to the Coast Guard for Dad to get his first assistant engineer's license in 1946.

Also pertinent to the March REFLECTOR and Capt. Bill Judd's Ohio River Company story was a boast my Dad proudly passed along that the big life ring-shaped ORCO logo was designed by a striker of his while he served as chief on the OMAR. That would place the logo's first appearance on their boats sometime after October 1947, until Midland Company came up with their rather nondescript red pin wheel years later."

🔦 Both Frank and Dale Flick pass along first-hand testimony from those who would know that the bell displayed in Capt. Jim Blum's picture in our March issue decidedly did not come from the ISLAND QUEEN. As Capt. Fred Way wisely observed on occasions like these, " 'nuff said." Sounds like good advice to this editor also.

Jerry Hubbs writes: "June — great issue! You were very trusting of my research, as I should have sent some of the enclosed clippings earlier. In connection with the March 2020 issue on Ohio River Company, David Gibson's widow in her will gave stock in Ohio River Packet Company in 1918 to Hubert Taft, another of my Craft family relatives. Was this to become the Ohio River Company? Just curious. A few years ago I saw an article (maybe in S&D) about the sinking of the MECHANIC with Marquis de Lafayette in 1825. Lafayette Spring near Cannelton, IN has an historical marker, and I could get you some current photos. Thanks for adding the photos of the Gibson boats, especially the POLAND with troops on board. I have the steaming orders of the JENNIE HUBBS with several other steamboats during the Civil War."

🔦 Jerry has kindly forwarded a photo of Lafayette Spring along with his latest research project about the sinking of MECHANIC. That story, accompanied by a new original drawing from Mark Rosenthal appears on page 24. David Gibson's Ohio River Packet Co. which ran LANCASTER (3359) and TACOMA (5292) in the Cincinnati-Chilo short run trade had no connection with the later Ohio River Company.



Above: Lafayette Spring near Cannelton, IN in Perry County, where Gen. Lafayette met with local residents following the sinking of MECHANIC in 1825. **Below:** Jerry Hubbs at Gibson family marker in Cincinnati's Spring Grove Cemetery. Photos courtesy of Jerry Hubbs.



Tom McNamara writes: "Apologies for being late in letting you know about another fine issue of S&D in June. Of course, I was pleased to see the Cincinnati waterfront photo. Wish I had more info on it. Enclosed is a book given to me by a rail fan

Reflections from Our Readers continued on page 32.

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to the REFLECTOR?

Please follow these guidelines:

Articles

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

Features

- » 750 words or more
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Images

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

Send to the Editor as an e-mail attachment

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

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America's Steam & Diesel
Riverboat Magazine

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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 prior years are available at \$8 each, postpaid for subscribers, and \$10 for all others.

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Getting Posted Up

A Farewell Remembrance

The passing of our longtime friend Mary Bill Bauer reported on page 34, brings these memories from Capt. Jim Blum.

“The screen went dark, steam whistles fell silent, and paddlewheels stopped rolling as Mary Bill made her final crossing on 26 June.

“My acquaintance with Mary Bill began when I was still in high school. A friend and I took the Greyhound bus to Louisville, walked to the L&N Railroad station a few blocks away to board the Kentucky Railroad Museum Solarium car Mt. Broderick on L&N train No. 4 to Cincinnati Union Terminal. Mary Bill was in charge of concessions, positioned by a cooler of soda and a box of snacks. Her first words were “Welcome” and “Would you like a soda?” quickly followed by “If you don’t have the money, don’t worry about it – have a soda.” A Kentucky Gal thru and thru, she seemed to know everybody between Louisville and Bardstown, KY.

“In the mid 1970’s she, Peachy Johnson – a Railfanette and also a KRM member – and I motored to Kentucky River at High Bridge, KY overlooking the Palisades and old Lock 7 on back roads known only to the Creator and shown on tiny lines on topography maps that Bill was fond of collecting. She packed a lunch of fried chicken and fixin’s that would have made Colonel Sanders blush.

“On my last visit to Mary Bill a couple of weeks before her passing, she had for me a DVD gift, “POCAHONTAS GLORY, VOL. 7.” Some of the footage (great color movie film) reproduced on this video was taken by Bill and MB deep within the hills of West Virginia in the late 1950’s. In a couple of places one can see Mary Bill in the background very quickly.

“And for those of us ‘mature’ enough to remember the ‘Last Str. DELTA QUEEN trip to St. Paul’ in October 1970, who can forget Bill & Mary Bill assisting ‘Big Cap Wagner’ keep his composure on that wild media spectacle orchestrated by Betty and Bill Muster. Anyone whose life was touched by Mary Bill and the late Bill Bauer are richer for the experience.”

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Well said. Like Capt. Jim, your editor has treasured memories of Bill and Mary Bill, numerous



enough to fill these pages and then some. Perhaps some day we’ll just have to write a story ... But for now, farewell dear friend. Our lives have been made much fuller by your friendship these many years. ☺



Meet Our Contributors

Dan Lewis (*The Bell Tolls aboard BELLE OF LOUISVILLE*, p. 26) once again shares with us some fascinating details about the BELLE OF LOUISVILLE. Chief Lewis wrote an excellent feature in our June 2014 issue, "A Breath of Fresh Steam", in which he described the amazing process by which Atlas Steam and Supply Co. did precision reboring of the century-old Rees engines on the boat while they remained in place, manufactured a new port piston rod and new rings for the engine cylinders, and renovated the old bonnet and globe from the throttle's valve, equipment which may have originated on FERD HEROLD, ca. 1890. In this latest installment, Dan gives us a close-up look at the repairs made on the boat's roof bell this past spring, along with some details of the impact of COVID-19 at Louisville. Although Dan grew up in the Cincinnati area and was well acquainted with the DELTA QUEEN, rooting for the boat in her annual race with the BELLE, a family move to Louisville changed all that over the course of time as the BELLE won over his heart (as did his future wife Kelley). He accepted Capt. Mike Fitzgerald's offer of a job in 2000, and has been full time since. We are delighted to share Dan's expertise and enthusiasm with our readers once again.

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Announcement from Board of Governors

The Board of Governors and officers of Sons and Daughters of Pioneer Rivermen will meet on Saturday, September 19, 2020 to conduct the business of the organization. This meeting at Campus Martius Museum will be video recorded and may be viewed by the membership starting at 12:00 p.m. on Sunday, September 20 at www.riverhistory.org. A listing of all committee reports, financial and membership statements, reports from affiliated groups and regional S&D chapters, and those from J. Mack Gamble Fund and Ohio River Museum will also be printed in full in the December issue of S&D REFLECTOR.

Gerald Hubbs (*General Lafayette and the Sinking of the MECHANIC*, p. 24) contributes another chapter from his on-going research into his family's steamboat history. Jerry's story about Cincinnati steamboat owner David Gibson appeared in our June issue. His interest in this historic episode with General Lafayette was spurred on by references in Frank Y. Grayson's book *Thrills of the Historic Ohio River*. Jerry recalls reading an article about the MECHANIC's sinking near Cannelton, and the reception that the General received from the locals who recognized him as a hero of the Revolutionary War. That some War veterans were still living in Indiana and Kentucky at that time led to his speculation that maybe his Perry County ancestors may have been among those present on this occasion.

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DELTA QUEEN Memories from Summer 1969

Our local paper prints a daily column titled "Almanac," a digest of historical events which have occurred on that date. One of the entries for July 20 was Neil Armstrong's stepping on the moon's surface for the first time in human history that Sunday in 1969. As with many noteworthy events of life, we often recall where we were when they took place. And so it was that your editor's memory flashed back to the forward cabin lounge of the DELTA QUEEN to that day 51 years ago, as the unprecedented event unfolded on TV. That summer certainly had its share of memorable events, not the least of which was this 21-year old's very first season as a crew member on the steamboat.

But that would come later, after the summer got off with a bang with passage on the DQ's first 9-day round trip cruise that season, Cincinnati-Pittsburgh from June 27 to July 5. For the princely sum of \$198, the upper and lower berth category C cabin 134, all the way aft on the starboard corner of Cabin Deck, was shared with roommate Tom Way, who just happened to be the grandson of Capt. Fred Way, standing alternate watches with Capt. Bill Dugan that trip as pilot. Capt. Wagner was home on vacation, so Doc Hawley was running Master. An emergency stop at Huntington to allow a galley worker to get treatment for a severe burn, made it possible for a quick, surprise visit to the boat by Grace and Homer Hawley, Doc's parents. At Pittsburgh, your writer was greeted by Gabriel Chengery and Capt. Jim Swartzwelder, who escorted him on a visit to the former towboat JASON, now wasting away as the derelict Thunderbird floating marina. The evening of Captain's Dinner, the night of July 4, saw a visit from Bruce Edgington who rode back downriver with us after the boat touched in at Ripley. Brucie, who had brought a newspaper for Capt. Way, announced his presence in the midst of festivities in the Orleans Room by walking through the crowd and declaring in that piercing voice for all to hear, "Where's Fred?"

Ten days after returning home from that cruise, the phone rang and the unmistakable voice of Capt. Wagner was on the other end. "David, if you can get to Cincinnati by noon tomorrow, you can have the

job running the gift shop." Seems that the former storekeeper, Sandy Schuh, had unexpectedly left the boat that morning and they needed someone quick, someone who was interested in being on the boat. I rode all night on a Greyhound bus (the only time I have ever or will ever do that) and arrived in the Queen City at 7:00 a.m., and was ensconced in the gift shop by 8:00. One of the girls in the Cincinnati Office came down to give me the crash course in what I was to do, and with that, the boat was off on her Kentucky Lake trip that Wednesday, July 16. We made a shore stop at Cave-in-Rock on Sunday morning the 20th, and late that evening many gathered around the portable TV set in the forward cabin lounge to watch Neil Armstrong take that "one small step for man, one giant leap for mankind." Your novice concessionaire, meanwhile, was getting into the swing of selling his wares to the boat's passengers (we didn't call them "guests" in those days.) Three items in the shop's inventory stick in my memory. We sold a 7-inch LP record "Steam Calliope on the DELTA QUEEN" for about \$3. Produced by Master Artists Recordings, a division of Mode Art Pictures, Inc. of Pittsburgh (the company who made the "Whistle Blow" albums), it featured 8 selections by Doc Hawley, and my only recollection is that its sound quality was not very good. I did not purchase one myself, but encouraged our passengers to secure one and get the good Capt. Hawley to autograph it for them. They did, and he did, and I sold a bunch of 'em. We also sold a white felt S. S. DELTA QUEEN pennant, a real rarity these days. One of our young passengers refashioned it into a beauty pageant sash for masquerade night, changing the lettering to read MIS.S. DELTA QUEEN. And then there were the GORDON C. GREENE postcards. While conducting a shop inventory in the storeroom down next to the crew quarters in a bow compartment in the hold, I discovered a whole box of these 1940-vintage cards, tucked away gathering dust and smelling kind of musty. So I brought them upstairs, dusted them off, and put them out on the counter, where I sold an amazing number of them. On one occasion, I helpfully supplied a passenger with some

Perilous Times along the Inland Rivers

The United States, together with countries around the globe, continue to deal with the COVID-19 pandemic as we approach eight months of the virus as of this writing. Pandemics, epidemics, and more regional outbreaks of disease have, of course, always been part of our experience, with this outbreak being just the latest episode, although certainly one which arguably has had no recent parallel since the Great Flu Pandemic (the so-called Spanish Flu) of 1918-19. Given the pervasive impact and attention that this disease has brought into focus in our own time, the REFLECTOR decided to share with its readers a retrospective look at diseases that have affected the Western Rivers and the role that its people and boats have played in that story over the past two centuries since steam navigation was first introduced.

We begin with a look at the earliest decades immediately following the appearance of NEW ORLEANS on her maiden trip down the Ohio and Lower Mississippi in 1811, and the VIRGINIA on her way to the Upper Mississippi in 1823. Those two early inaugural trips, along with others on scores of other rivers, ushered in a rapidly growing commercial traffic as countless pioneers and settlers moved into uncharted territory via the steamboat, the latest technological advance in a rapidly growing and expanding nation. And as the new population moved by river, some settled in the small towns and others in the larger cities which sprang up along its banks, while still others journeyed farther into the prairies and rich farmland of the interior away from the rivers. But whenever people traveled to or congregated in these villages and towns, the ravages of disease inevitably followed. Lee Sandlin in his book *Wicked River: The Mississippi When It Last Ran Wild* (©2010 by Vintage Books, a division of Random House, Inc., New York) sets the stage for what was to come.

“The concept of public health was still in embryo. Most communities on the river had nothing more than a few ordinances concerning cleanliness, and these were usually about the selling of tainted food. All the conditions of the valley — the squalor

and overcrowding of the towns, the absence of basic sanitation, the ignorance of fundamental principles of medicine (particularly antiseptics), and, most of all, the free movement up and down the river of the steamboats — made the river the perfect environment for the rapid spread of disease. The outbreaks came in great recurring waves: smallpox, diphtheria, measles, mumps, influenza, malaria, typhus.

“Yellow jack is what the river people called yellow fever. It was consistently the most dreaded disease in the valley. It was endemic in the Caribbean and the Gulf of Mexico and it tended to ebb and flow up the river valley according to how hot and wet the summers were and how far north the mosquitoes that carried it were hatching. The other epidemics came and went, disappeared and then roared back after decades of quiescence; new diseases like cholera burst out of nowhere and panicked the entire river valley; yellow jack remained. People never failed to regard it with dread.

“The river people would fly flags to warn off other boats during epidemics: red was a general announcement of a quarantine, yellow meant yellow jack. Sometimes a steamboat would come around a bend and find that the town ahead was flying yellow flags from every church steeple and rooftop and sheets of yellow were fluttering from the warehouse windows along the now-deserted levee.

“Nobody had heard of cholera in North America before 1832, when there was an outbreak in Montreal. By late spring, the epidemic had spread down the East Coast and was beginning to show up in the American interior. There was a particularly bad outbreak among Irish immigrants crossing the Great Lakes and on packet steamboats bound for Indiana and Ohio. A few weeks later, some of those same steamboats were requisitioned by the federal government for a military convoy: thirteen hundred troops were on their way to Illinois to put down a fierce resistance movement that had sprung up among the Native American nations along the

Mississippi. (The fighting became known, after the resistance leader, as the Black Hawk War.) Conditions on board were suffocatingly close and casually filthy. The steamboats hadn't been cleaned since the cholera outbreak — nobody had a clue that this mattered. By the time the convoy crossed into Lake Michigan, there was a full-blown epidemic.

“Then that autumn, cholera erupted down the length of the Mississippi. At the first signs of infection, people bolted. Thousands scattered from St. Louis when the epidemic reached it; many of them were already infected, and the ones who fled up the Missouri brought cholera into the Great Plains. The following year it spread beyond the Rockies and into the Pacific Northwest. Those escaping downriver carried it to New Orleans. Within days, the city had turned into a ghost town. It might have been the end of the world — except, of course, that it wasn't. It was just another epidemic. As the bodies went on accumulating through the nightmarish days of that autumn and winter, the living had no choice but to resume their business. The river traffic kept arriving. The big ships came in daily from the Balize.

“And then in the spring everyone was suddenly worried about outbreaks of measles along the Gulf Coast, and by the next summer Old Yellow Jack was on the move again. The terror receded, but it never went away. Cholera remained endemic on the river and flared up again spectacularly several more times. New Orleans saw an even worse outbreak in 1853 and another in 1866. But by then they were taken as normal, part of the expected routine of horror.”

Norbury Wayman in his 1971 book *Life on the River* noted: “Cholera, introduced at seaports and spread along the waterways on the steamboats, reached epidemic proportions in the Western Rivers valleys between 1835 and 1870. During the 1850s, St. Louis and Cincinnati established quarantine points where incoming boats were inspected and if necessary, cleaned in the effort to prevent the spread of cholera and yellow fever. Infected passengers were not permitted to disembark at the levees.”

Further details on those city's responses to these diseases also appears in Louis C. Hunter's classic *Steamboats on the Western Rivers* (©1977, published by Dover Publications, Inc.): “Cincinnati in 1851 established quarantine grounds marked by yellow flags below the city where all arriving boats underwent medical inspection before they were permitted to proceed to the city. St. Louis went even further and required all immigrants bound for that city to remain in quarantine five days; those destined for the country above had to be carried beyond the northern limits of the city by the steamboat which had brought them up the river.

“Cholera was the principal but not the only disease carried and bred by the western steamboat. Yellow fever was virtually an annual menace at New Orleans and other points along the Lower Mississippi during the hot months of the year. Occasionally it appeared on steamboats bound up the river and reached the ports of the Ohio and Upper Mississippi, but it never presented a serious problem there, chiefly because steamboat traffic at this season of the year was very light and often at a standstill.



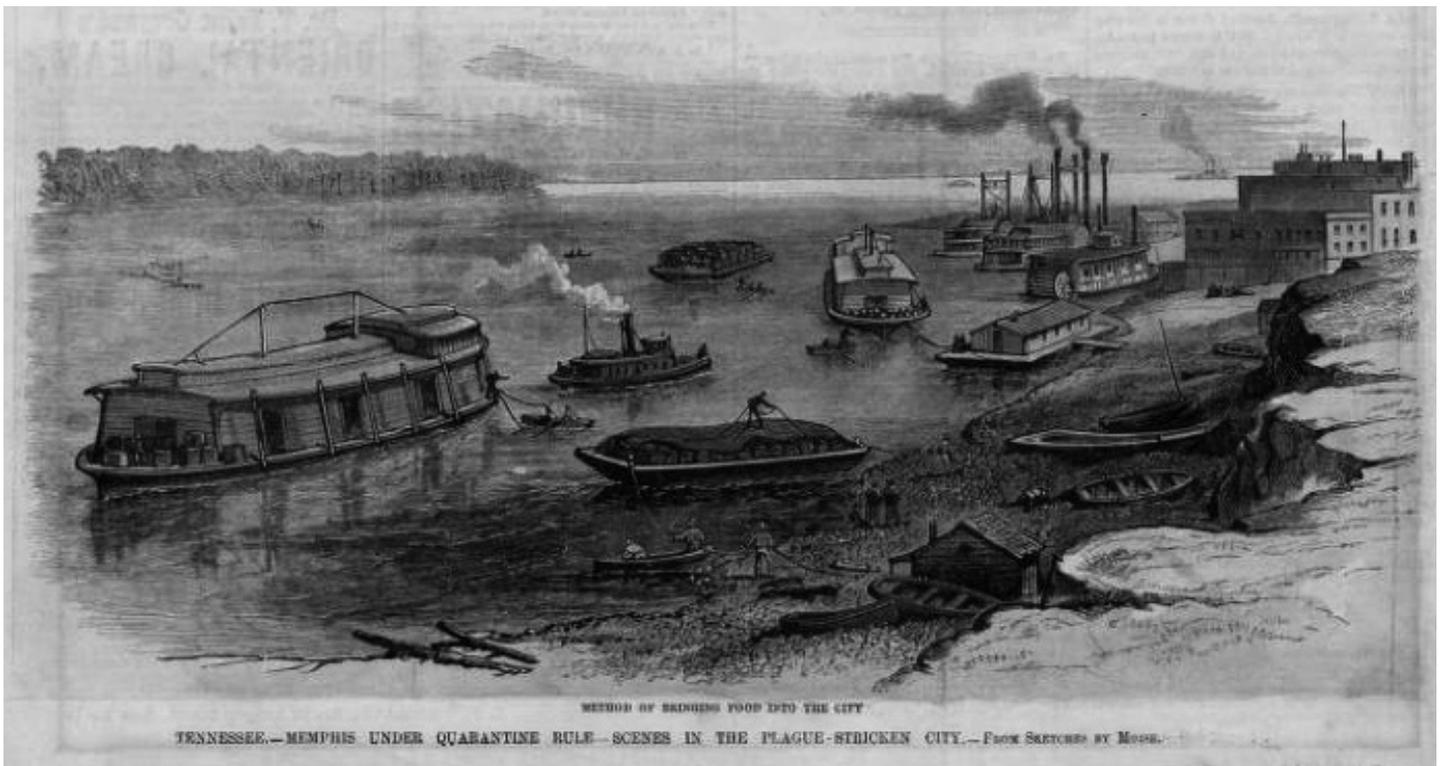
Left: New Orleans riverfront in 1850s, showing the traffic in steamboats and sailing ships which carried infection from the Caribbean and the Gulf. **Above:** The cholera epidemic of 1873 in this print by John M. Woodworth. From National Museum of American History.

“Smallpox, too, was on more than one occasion carried by steamboats up the rivers from New Orleans. Except for cholera, these diseases were not extensively carried to the upper valley by steamboats, although after the Civil War the spread of yellow fever led at times to the establishment of quarantine regulations at larger river cities.”

An often-told episode in the yellow fever epidemic of 1878 was chronicled in the September 1965 REFLECTOR article “Bronze John Porter,” which details the fateful journey of the towboat JOHN PORTER from New Orleans to the Upper Ohio, spreading the dread disease. A follow-up story appeared in the June 1993 issue, along with a related update in the Sept. 1997 magazine on repairs to the monument in Gallipolis commemorating the PORTER’s infectious visit to that city. A final incident concerning yellow fever that was featured in the June 1996 REFLECTOR tells about the steamer SANTA LUCIA, which served as a fumigating station in the Bay of Biscayne near Miami, FL in 1899 in response to a yellow fever outbreak there.

The story of JOHN PORTER’s trip appears in capsulated form in Capt. Way’s *Steam Towboat Directory*, and we share that with you here. “The towboat JOHN PORTER, commanded by Capt. John Bickerstaff and with Charles Degelman as chief engineer, left New Orleans early in July 1878 with two barges of merchandise and a fuel flat, bound for the Upper Ohio. At Plaquemine, LA, one of her crew was taken to a hospital with a well developed case of yellow fever. From that point on up the river, the PORTER was a doomed vessel.

“At 7 p.m., July 30, the boat came in sight of Memphis and was boarded by Dr. Erskine, port doctor, in midstream. The officer on watch denied that any yellow fever was, or had been, on board but said that the boat had lost four men due to heat prostration. The doctor, however, saw stains of the ‘black vomit’ on the woodwork which, like creosote, is hard to remove and he refused the PORTER permission to land. A barge of coal was placed alongside and she got underway, her officers and crew vainly trying to reach their home port ere



This illustration appearing in an 1879 Harper’s Weekly Magazine pictured Memphis, TN under quarantine rule during the yellow fever epidemic and is titled “Method of bringing food into the city.” Yellow fever devastated Memphis in the 1870s. In 1873, 2,000 were killed by the disease. When it returned in late July 1878, nearly 25,000 residents fled the city. Towns along the railroads leading out of Memphis also experienced significant losses due to the epidemic, in addition to those river cities where steamboat passengers who had contracted the disease were landed. Ultimately, yellow fever only ended in a community when a hard freeze killed the mosquitoes transmitting the disease. Print from National Museum of American History - Smithsonian Institution.

Yellow Jack had lain them down in their last agony.

“At Cincinnati, Dr. Carr, president of the Board of Health, accompanied the PORTER and on August 19, 1878 she was forced to tie up three miles below Gallipolis, OH. The score then stood at 23 dead of her crew of 31. A strict quarantine was established. Nevertheless, in a few days 51 persons in the city of Gallipolis were stricken and of these, 31 died.

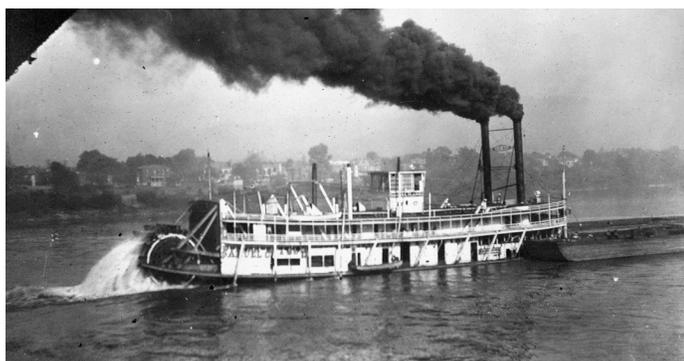
“The stop at Gallipolis was occasioned by the breaking of a rocker arm on one of the boat’s engines. It was repaired at the Enos & Hill machine shop. The broken rocker was mounted on a concrete monument, provided by Dr. Charles Holzer and others, and long was exhibited in Gallipolis Park [beginning about 1930. In the late 1960s, the arm was removed by some vandals. The Gallia County Historical Society had a replica made and reinstalled in the 1990s. – Ed.] The PORTER’s contaminated barges were burned below town. The boat, after being fumigated, went on up the river. Capt. William R. Haptonstall was on her and Charles Stewart of Beaver, PA, then a young man fresh with a pilot’s license, went to her. Charles Hutchison of Rockport, OH was her mate.

“She got caught in low water near Clarington, OH, swinging down on Possum Bar, where she remained until November before water came to release her. Col. Will S. Hays about stated the case when he wrote in the *Louisville Courier Journal*: ‘Anybody who has ever looked at the JOHN PORTER through a telescope is barred

from society out of towns on the Kanawha River.’ The boat was eventually sold to the Mississippi Valley Transportation Company who renamed her SIDNEY DILLON.”

Chief among the pandemics following in the wake of the wide-spread incidences of disease discussed so far, was the infamous “Great Influenza” or Spanish Flu of 1918-19. In terms of its viral origin and make-up, it is most nearly reminiscent of today’s novel coronavirus. New Orleans author John M. Barry, whose best-selling book *Rising Tide: The Great Mississippi Flood of 1927 and How It Changed America*, has also written a riveting account of that health crisis. His 2004 chronicle is titled *The Great Influenza: The Story of the Deadliest Pandemic in History*. Not surprisingly, when your editor tried to locate a copy for purchase online several months ago, the book dealer sent notification that it was on a three month wait list before it could be shipped.

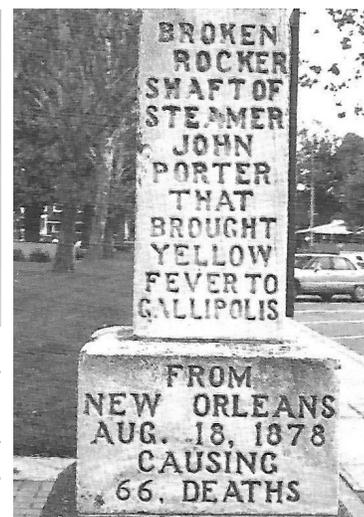
Admittedly, Western Rivers steamboats played a very minimal role in the spread of that virus throughout the United States, coming as it did at the twilight of the packetboat business on inland rivers. Only a scant handful of these passenger steamboats still plied the nation’s rivers. Long distance transportation by the end of the First World War was chiefly the province of railroads. And yet, author Barry does make some references to those boats in his work as he describes the flu’s progress in the fall of 1918. “On September 4 it had reached New Orleans, with the three seamen — who soon died — carried to the hospital off the S. S. HAROLD WALKER from Boston [where



Since no known photos of JOHN PORTER (T1434) exist, Capt. Way chose SAMUEL CLARKE, above, with same hull size and construction in her stead. Portrait of Capt. John Porter (1838-1922) at right. Both photos from Murphy Library.



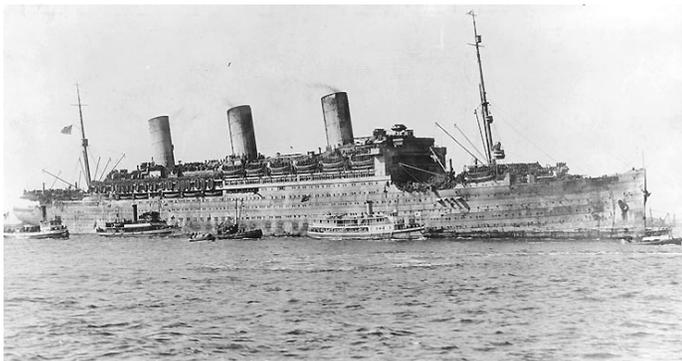
Right: This monument erected in Gallipolis, OH offers a somewhat backhanded tribute to the JOHN PORTER.



the disease was already spreading - Ed.] The virus had spanned the country, establishing itself on the Atlantic, in the Gulf, on the Pacific, on the Great Lakes. The virus followed rail and river into the interior of the continent, from New Orleans up the Mississippi River into the body of the nation, from Seattle to the East, from the Great Lakes training station to Chicago and from there along the railroad lines in many directions.”

Perhaps the most egregious and tragic instance of this flu being transmitted on water occurred as a result of President Woodrow Wilson’s agonizing decision to wholeheartedly commit the United States to the First World War. Although the influenza had by then extracted a heavy toll among those fighting in Europe, “General Pershing still demanded fresh troops to replace those killed or wounded in battle, troops to replace those killed by or recovering from influenza. The Army had to decide whether to continue to transport soldiers to France during the epidemic. Meanwhile, the [huge troop ship] U. S. S. LEVIATHAN was loading troops. In mid-September on her voyage back from France she had buried several crew and passengers at sea, dead of influenza. Others arrived in New York sick, including Assistant Secretary of the Navy Franklin Roosevelt, who was taken ashore on a stretcher. The LEVIATHAN and, over the course of the next several weeks, other troopships would ferry approximately one hundred thousand troops to Europe. They became death ships.”

With the influenza initially exacting its heavy toll only among those in military camps, the civilian population was soon affected as well. “The



Troop ship U.S.S. LEVIATHAN crowded with 9,000 soldiers and 2,000 crew, became a floating breeding ground for the flu. On her September 29, 1918 voyage from Hoboken, NJ to France, 2,000 of those aboard contracted the disease.

virus had reached New Orleans on September 4; on September 21 the first influenza death occurred in Washington, D.C. and five days later twenty-six states were then reporting influenza cases. The first cities invaded by the virus — Boston, Baltimore, Pittsburgh, Philadelphia, Louisville, New York, New Orleans and smaller cities hit at the same time — all suffered grievously. The East and South, hit earliest, were hit the hardest. The West Coast was hit less hard. And the middle of the country suffered least. By late November, with few exceptions the virus had made its way around the world. The second wave was over. Only weeks after the disease seemed to have dissipated, a third wave broke over the earth [in December 1918 and January 1919.] In 1927 an AMA-sponsored study estimated that 21 million had died worldwide. The U. S. death toll was originally put at 550,000.”

Significantly, there are no references in any indexes of the REFLECTOR to the Great Influenza of 1918-19. Whether the inland rivers and its boats were basically untouched to any great extent by this virus, or whether authors and river people of that time simply chose not to record or write these stories remains an intriguing question. The impact of the present-day coronavirus on water transportation has had its most dramatic toll on the cruise ship industry. Your author checked two online sources on March 25, just two months into the unfolding pandemic, and noted thirty-two different cruise ships reporting confirmed cases of the virus among passengers they carried. That number grew, with companies eventually announcing suspension of world-wide cruise operations continuing to the present time.

Cruise operations on the inland rivers have likewise been curtailed, with some companies finally able to resume limited excursions with appropriate health precautions in place. The towing industry has not been impacted in the same way as passenger vessel operators, of course, but increased safeguards for crew and some changes to operating procedures have been put in place. The REFLECTOR contacted several S&D members who are representative of both the towing and passenger business on our rivers in order to get a clear picture of how they have been impacted and what accommodations they have chosen to make. Their responses follow.

Capt. Bob Reynolds, master of the m/v MAGNOLIA writes: “While the passenger boat industry has been severely impacted — no overnight boats running as of this writing, short excursions either not running or severely curtailed — the inland towing industry has been able to carry on with a few safeguards and restrictions. Being ‘critical infrastructure workers’, we have been granted access to our terminals and boats. In my segment of the industry (liquid cargo), we do have regular interaction with others, such as petroleum inspectors and gaugers, dock personnel, etc. My company has issued guidelines on what to do and what not to do as far as our contact with others mentioned above. We maintain ‘social distancing’, standing six feet apart when interacting with dock personnel and gaugers and inspectors, we wear personal protective equipment (PPE) such as disposable nitrile gloves and face masks, we try not to use the same pens when signing off on documents such as Declarations of Inspection or gauging papers and bills of lading. Through the miracle of modern communication technology, we usually receive our paperwork via email attachments! Both dock personnel and we on the boat have email on our computers, and when we get released from a load or discharge port we simply receive our paperwork via an email attachment.

“When Tankermen hook up or disconnect hoses, often dock personnel are present, but again, we maintain a six foot distance and all wear our PPE. We have been striving to keep that distance and keep interaction to a minimum. This is sometimes a bit frustrating as we often call at the same docks on a regular basis, and so we are friendly with many of the dock personnel. Though we still carry on a pleasant conversation, we are no longer inviting these guys on the boat to do paperwork or have a cup of coffee. Getting groceries and supplies is much the same scenario, so while we see outside people, we don’t have quite the interaction we did before ‘the plague’ hit.



“Now as far as the crew on the boat, obviously crew change (when we are getting back to work after our allotted time off), is the most critical time. Everyone has been ‘out and about’ to a certain extent during their time off, interacting with at least their own families and possibly others. While we’ve all tried to practice good hygiene and social distancing, we have been exposed to more risk than when we are at work. For those of us who go to the office before going to the boat, we have a short questionnaire to fill out, and we have our temperature taken to ensure we are healthy enough to return to work. After we’re on the boat, we are somewhat self-quarantined, and of course there is safety in that. We are all aware of the need to use PPE and we practice a heightened hygiene regimen, both for ourselves and equipment, but once we are on the boat, we don’t usually wear face masks unless we are in contact with outsiders. You’ve heard how crews are like ‘family’ and this is true to the extent we are living in close quarters and so we don’t practice any more precautions than a normal family would in their home. The above-mentioned social distancing measures are in place for our contact with outside folks.

“I’m feeling sorry for those in the passenger boat industry who either cannot work, or have increased exposure to strangers. We all know how epidemics used to spread widely on public transportation, especially in the days before bacteria and viruses were really understood. What we have on the towboats is basically some heightened awareness and some minor inconvenience. Thankfully, we are able to continue working at a job that pays well and can do so with relative safety compared to so many others who have an increased risk simply by going to work.”

Capt. Bob’s brother-in-law, Dan Shrake of Savanna, IL, is also master of a vessel in the towing industry. Capt. Dan Shrake shared his observations about his situation on m/v COOPERATIVE MARINER. “I can tell you that for us in the towing industry it’s mostly been life and business as usual. We are of course taking precautions to try to keep our crews safe and healthy during this pandemic. Before we have a crew change the oncoming crew has their temperature taken and completes an honor based questionnaire about symptoms and if they had been exposed to anyone testing positive for the

virus. Once onboard we have been trying to keep our social distance as much as we can on a towboat. The pilothouse crew try to stay away from the deck and engine room crew and so on. In theory this is what we do, but in the real world of towbiz we are still working together as we always have. We have been sanitizing the common areas more often with wipes and disinfecting sprays and trying not to be all in one room at the same time, such as staggering our meals more.

“When it comes to groceries and deliveries, we have the store boat place the order on the side of our boat and then step back on his boat until our crew takes the order inside. During locking and tow work our crew just tries to keep a little distance between them and the lock man or tug crew. All this seems to be working as our crew has been staying healthy and doing their jobs as they always have. One change I did just remember though. We always have a supply of N-95 masks onboard that the guys use when sanding and chipping paint. We have been instructed by our office not to be using those masks right now for sanding and painting. So this year most of our boats are at a standstill when it comes to painting. We are conserving the masks that we have for health/pandemic related uses only. Otherwise we have been continuing to work and move our barges and thankfully we have not had any serious disruptions in our work/life on the river. Ol’ Man River just keeps flowing!”



In the passenger vessel industry on the inland rivers, two of our S&D members have provided a look at the coronavirus impact on their operations. The first of these comes from Capt. Kevin and Carrie Stier, owners and operators of the Riverboat TWILIGHT.

“Indeed these are difficult times. I don’t think I will ever complain about flooding again. I often wonder what Denny [Capt. Dennis Trone] would do. Included are a couple of ‘official’ statements we have shared with our customers. We were able to open our season as scheduled with sightseeing cruises (half capacity) Saturday-Monday of Memorial Day weekend. That being said, we did not run our first overnight cruise until June 23-24. Other overnight cruises remain on the schedule as customer numbers allow. We are running about half of the normally scheduled trips for July and August. As of today our September and October dates look very strong.

“To fill in for the many overnight cruises we have cancelled, we have added Sightseeing cruises every Saturday through mid-August, Sunday Brunch cruises and Sunday afternoon Music cruises. Those are selling fairly well. I have also attached our cleaning procedures and other information regarding our COVID response. We have also invested in something Kevin calls the “COVID Killer”. It is a custom made UV-C light sanitizing system. Ultraviolet (UV) light destroys the molecular bonds that hold together the DNA of viruses and bacteria. UV light is a particularly good option for sanitation because it kills bacteria regardless of drug resistance and without toxic chemicals.

“Following is a statement to our passengers that we call *A Promise from the Pilot House*. ‘At this time of crisis, concern and confusion, panic serves no purpose. As we face an unprecedented challenge for the tourism industry – and the world – due to the coronavirus, Captain Kevin and I want to send our heartfelt solidarity to everyone. We cannot stress enough how thankful we are for those of you who have been patient and supportive with us through this time. Running a small business is difficult even in good times, and a global pandemic has really taken it up a notch. Fortunately, our family and crew has remained in good health.

“We are continually communicating and listening to our industry leaders and health experts and will continue to implement changes to do our part to reduce the spread of the virus and protect our customers, employees and the entire TWILIGHT

community. We have updated our daily procedures to add additional cleaning of frequently touched surfaces. More information regarding COVID-19 can be found here.

“If you have already booked a cruise with us, or are thinking about booking, here are important facts regarding the Riverboat TWILIGHT experience, and how we are very different from mega cruise ships.

- The TWILIGHT’s maximum capacity is 140 passengers.
- Our signature two-day cruise does not involve overnight accommodations aboard the boat, avoiding the potential of being unable to disembark.
- There is plenty of indoor and outdoor space on all three decks.
- Meals (when available) are plated and served at tables - no buffet lines.

“If any Riverboat TWILIGHT customer experiences flu-like symptoms when they are scheduled to be on a cruise, we please ask you to contact us. We will be happy to reschedule your cruise to any time in the future with no rescheduling fee. The travel industry is a resilient and collaborative force that impacts the entire world. We are truly all in this together, and together, we will get through it. Stay safe, be well and thank you for your continued support.”

In addition to this statement, the company issued a *Commitment to Cleanliness* advisory. “For the past several weeks, we have implemented an enhanced cleaning process. While the cleaning process of our boarding facility and vessel has always been robust, we have taken steps to invest in recommended disinfectants and will continue to evaluate our cleaning procedures.

- Frequently touched surfaces on our boarding facility, vessel and offices such as door knobs, handles, ticket counters, and hand rails will be wiped down with disinfectant on a recurrent basis. We are reinforcing training procedures to ensure cleaning processes are conducted properly by our employees.
- Hand sanitizer is available at our ticket window and numerous places aboard the vessel for passengers and employees to utilize.

- The Riverboat TWILIGHT requests passengers and employees to respect and adhere to social distancing while in our facilities, standing in line to board and on board our vessels.
- CDC recommendations regarding the wearing of Facemasks should also be observed.”



The second response from a passenger vessel operator comes via Capt. Matt Dow in New Orleans, who wrote: “Before COVID, the NATCHEZ was running three trips per day. My Dad says to me often, ‘Bubba, when we built the NATCHEZ, we built far better than anyone could have ever imagined.’ He’s absolutely right. She has needed a lot of TLC lately (and has not been able to get it while attention goes to the CITY), but she’s a trooper and, like Old Man River, she just kept rolling along.

“Shortly after we celebrated Mardi Gras, the new coronavirus made its way to Louisiana, with the first reported case in the state showing up here in the city on March 9th. A week later, on March 16th, we ran our final pre-COVID trip on the NATCHEZ. There was a lot of uncertainty and fear that day amongst all of us on the boat, and many tears were shed that day. We’ve weathered storms before, but nothing like a global pandemic. The next day, March 17th, a shelter-at-home order was put into effect by our local government, and our operations, as well as the entire city, ground to a halt.

“The three months that followed found a limited number of marine crew working security shifts on the two boats, and a handful of office folks keeping up administrative operations. A couple of our younger captains took it upon themselves to do some painting around the boat, including a repaint of the engine room. I don’t think it’s looked that

good since we painted it in 2006 while steaming upriver for Tall Stacks! I found myself going down to the boats every other day or so to check on things, as well as working on a number of projects from home. I wrote some upriver narration for when the day comes when the CITY will ‘steam’ up with a complement of passengers.

“As time passed, our local and state government did a wonderful job ‘flattening the curve’ in Louisiana, and we finally got to a place where the city could begin the slow process of reopening. With restrictions easing up, we finally eyed June 12th as a return date, almost three months after we were forced to shut down. The safety and health of our crew and passengers are paramount, so a number of safety precautions were put into place before we reopened:

- All tickets now must be purchased at Lighthouse or on our website, and not at outside vendors. This helps us with contact tracing.
- Our capacity is now limited, as per city regulations.
- Temperature checks are required for all crew and passengers boarding the boat.
- Hand sanitizing stations on the wharf, at the ticket office, and throughout the boat.
- Face masks are required for all passengers and crew.
- Social distancing protocols for the boarding line, and also onboard the boat, which meant a complete re-do of the overall indoor and outdoor seating chart of the vessel. With the engine room, folks can still go down and visit, but it has been roped off from door to door, so passengers can not go back by the starboard cylinders like they once could.
- Plexiglass at all of the bars and in the gift shop between passengers and crew.
- No buffet food service. All food orders must be taken at the bars, or on a new food ordering app we set up. Folks can use the app for food, drinks, and even for buying gifts! All they do is put their order into the app, give the deck number and table number they’re sitting at, and pay. Their items get delivered right to them, and they never have to leave their seat!

“As for our operations, we have cut back from running three trips per day, seven days per week, to

operating one trip per day at 2:30 p.m. on Fridays, Saturdays, Sundays, and Mondays. This coming 4th of July weekend, we are going to add a couple of 7 p.m. cruises on Friday and Saturday. All of our trips so far have averaged around 200 people, which is pleasantly surprising! I can remember after Katrina when we were lucky to carry twenty folks per trip! There are a lot of people out and about in the Quarter on the weekends, especially if the weather is nice. Luckily for us, the NATCHEZ was designed with a plethora of outdoor deck space, which has made our efforts for social distancing easy to accomplish. On a fun ‘note’ (excuse the pun!), we are now playing 30 minute calliope concerts, instead of the 15 minute concerts we were doing pre-COVID. I can’t tell you how many people told me doing Quarantine that they missed hearing the calliope, even folks who had been vehemently against it before! When we got steam up the day before our first cruise to roll the wheel and make sure everything ran smooth back there after sitting still for three months, I picked up Capt. Hawley, brought him down to the boat and, between the two of us, we played for 45 minutes. That was a fun concert, and lots of folks came up to us later expressing their joy in hearing it again. The calliope, as a voice of the river, is just as important now as it was 100 years ago!

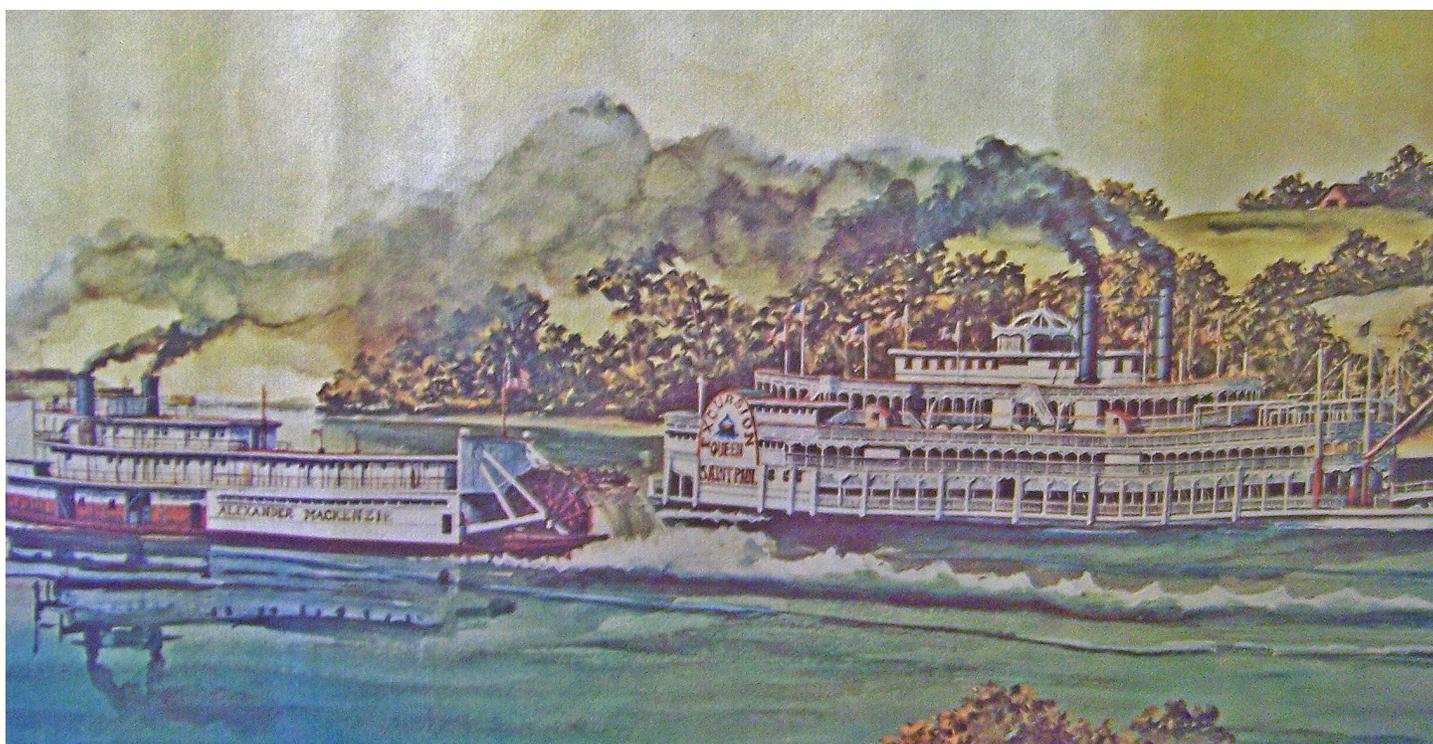
“If there is one thought I can close on, it is this. No matter our views, our mindsets, or our political affiliation, at the end of the day, we share this beautiful country, and this world, with each other. It is up to ALL of us to be responsible for our actions, and to act selflessly when it comes to the health of our friends, family, and neighbors. Please be safe for them, please be kind, and please follow CDC and WHO guidelines so that we can ALL come out TOGETHER on the other side of this! I have personally lost folks to this virus, and I don’t want to lose any more.” 🕒

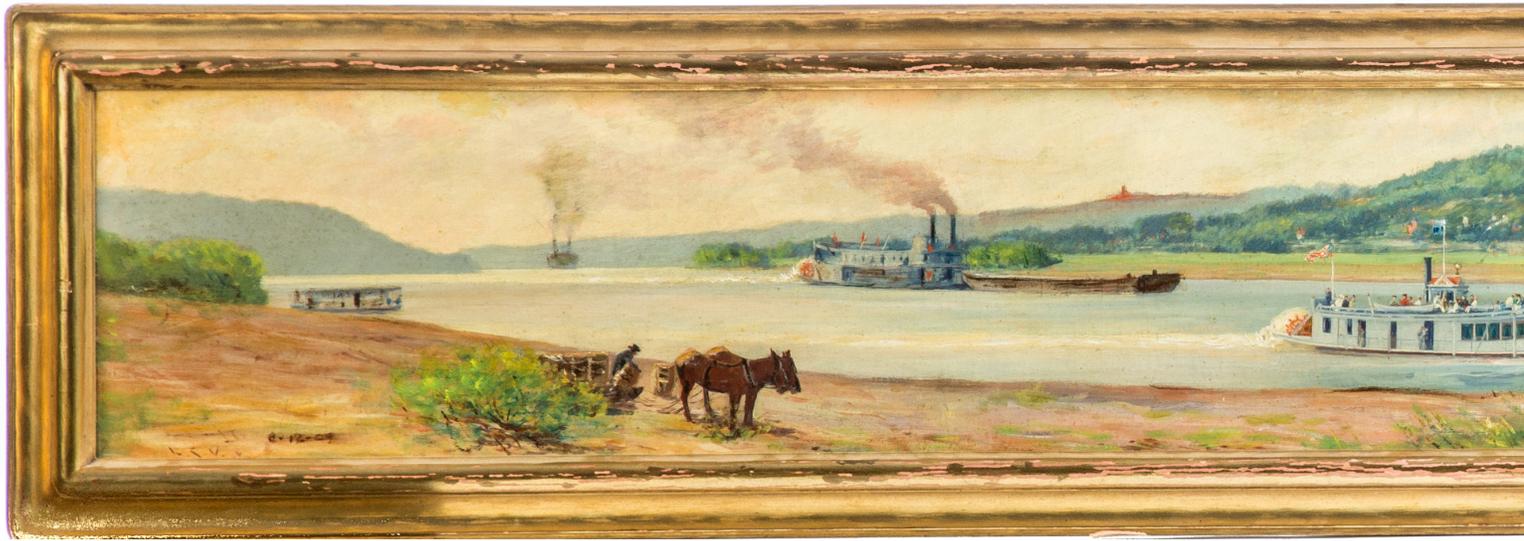




An Album of Steamboat Art and Picture Postcards

Above: View of New Orleans wharf in the early 1900s with Capt. Cooley's cotton packet *AMERICA*. **Below:** Central Barge Line's *ALEXANDER MACKENZIE* and Streckfus Steamer's *SAINT PAUL* meet somewhere on the Upper Mississippi.





Displayed above is a painting S&D received last October from Iris de la Motte of Columbus, OH, great great granddaughter of Albert Bettinger, owner of the sternwheel pleasure boat RAMONA pictured at center. He was the boat's owner after her construction in 1902 up until 1912. This panorama of the Ohio River at Constance, KY looks across to Anderson Ferry, OH. The packet and towboat on far left and to left of

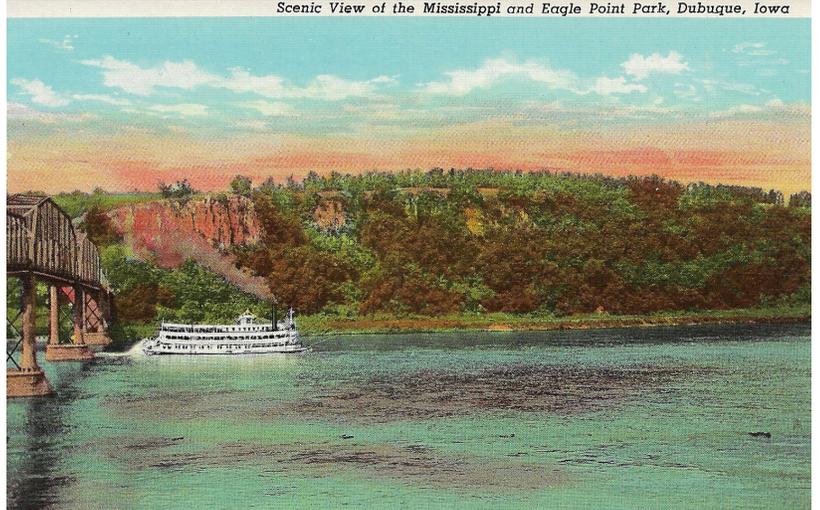
center are unidentified (and perhaps unidentifiable), while the sidewheel ferry crossing at far right is unquestionably BOONE NO. 5 (0676), built in 1900 for the Kottmyer family in Constance. The painting is dated 8-12-1909 and signed L.S.V. If any of our Cincinnati readers know who that might be, Jeff Spear would be elated to hear from you!

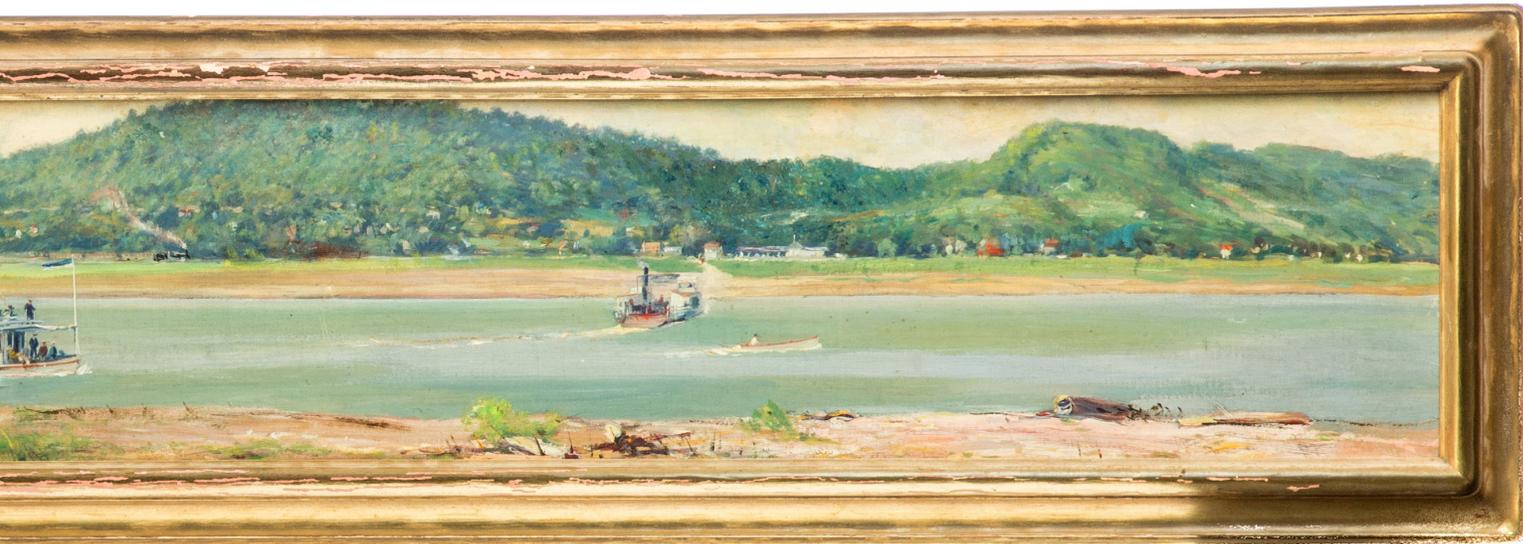
The remainder of these steamboat postcard views are from your editor's collection. At bottom left is the ISLAND QUEEN (2800) landed at the river entrance to the amusement park, most likely in the 1940s after the dome atop her pilothouse was removed and twin white bands were added on each stack. In the view below, the excursion steamer W. W. (5666) of Streckfus Steamboat Line is pictured passing under the channel span of the Dubuque-Wisconsin Bridge below Eagle Point Park sometime between 1905 and 1916. W. W. was named for Walter Wisherd, the only non-family associate in the company. This bridge, built in 1902, had an open steel grid deck and served wagon and then auto traffic until replaced by a new span several miles downriver in 1981. Present-day Lock and Dam 11 was later built immediately

The Island Queen lands at Coney Island, Cincinnati, Ohio 40

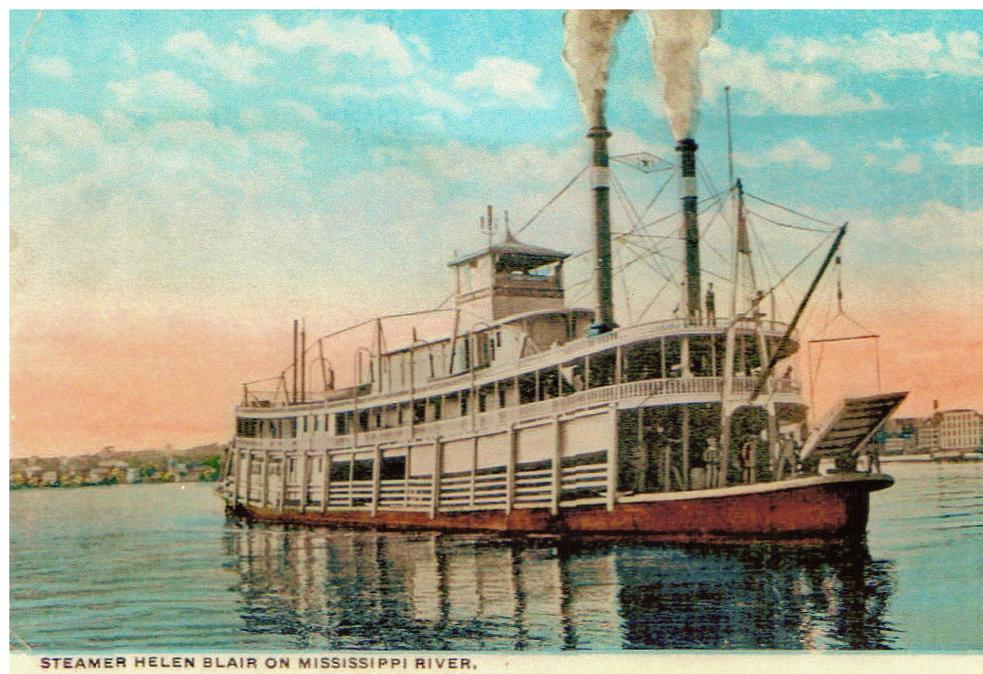


Scenic View of the Mississippi and Eagle Point Park, Dubuque, Iowa



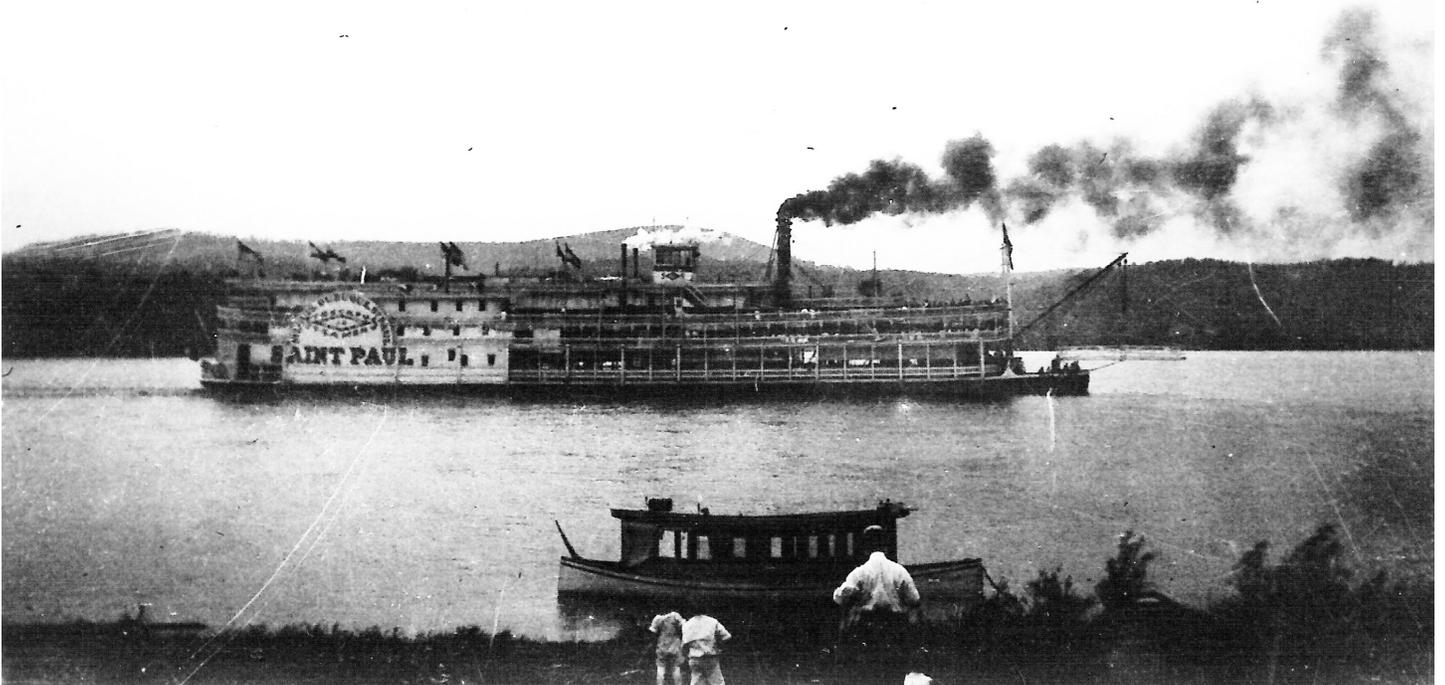


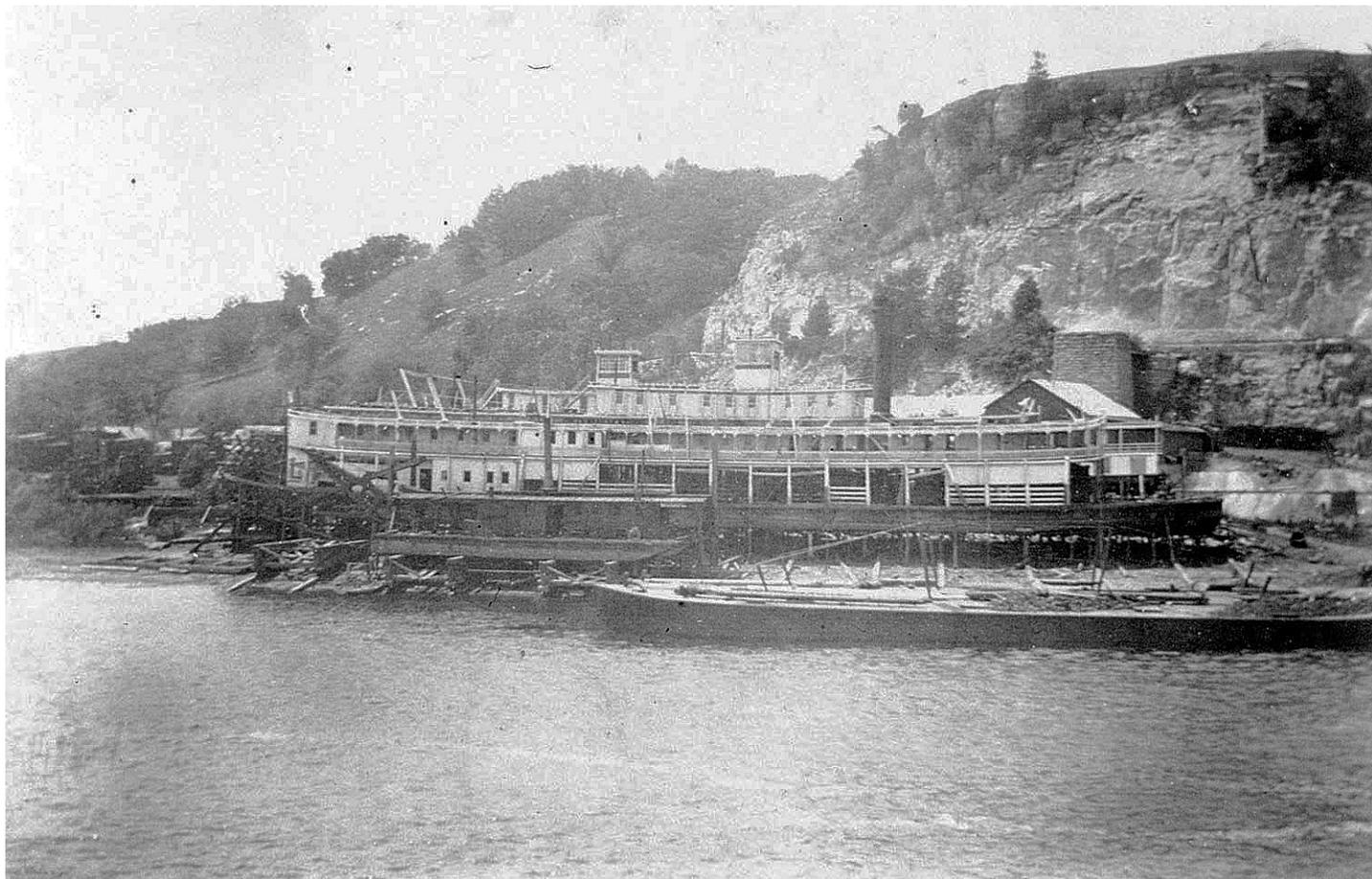
upstream from this bridge and opened in 1937. Shown on the right is the cotton packet WM. GARIG (5812) on the Lower Mississippi ca. 1911. Built in 1904 by Howard for Baton Rouge and Bayou Sara Packet Company, she measured 175 x 35 x 5.2 with engines 14's-6 ft. and boilers from JULIAN POYDRAS. She was sold to St. Louis' Eagle Packet Company in March 1918 who rebuilt her as their GOLDEN EAGLE for the St. Louis-Peoria and later the Cape Girardeau-Commerce packet trades. In 1935 she was converted into a tourist steamer, and served in that capacity until sunk at Grand Tower Island in 1947 (see December 2013 issue.) At the bottom is Capt. Walter Blair's packet HELEN BLAIR (2568). Originally named URANIA when built in 1896 at Harmar, Capt. Blair brought her to Burlington, IA in 1901 and rebuilt her and renamed her in honor of his daughter. She was the last steamboat to go up the Fever (Galena) River to Galena, IL in 1913. She also ran cruises to Pittsburgh, New Orleans, and White River before her dismantling in 1920.





Above: The rafter NETTA DURANT (T1913) on the ways in 1898 at Eagle Point Boatyard on north end of Dubuque being rebuilt into LYDIA VAN SANT for Van Sant & Musser of Muscatine. These ways were situated where the lower guide wall of present day Lock 11 was built four decades later. **Below:** The big Streckfus packet SAINT PAUL carries summertime travelers past Cassville, WI en route to St. Paul sometime 1911-1917. She had been rebuilt on those same marine ways shown above in 1893-4.





Above: From this channel view, two steamers appear on the marine ways at Eagle Point Boatyard. The sternwheeler plainly in view is Diamond Jo Line's PITTSBURGH being rebuilt in 1896 into the packet DUBUQUE (1616). She had been relieved of all her upper works in the massive St. Louis Tornado that May. After Streckfus bought her and her three sisters in 1911, she continued in the packet service until a major renovation converted her into the tramp excursion boat CAPITOL in 1919-20. The identity of the second boat, partially hidden from view except for pilothouse and after end of the texas cabin, is unknown, but may be QUINCY?

Right: This rooftop view of the SIDNEY (5103) shows a number of details. Prominent is the absence of a pilot house nameboard in lieu of simple lettering on the tongue-and-groove siding. The benches are reminiscent of those lining the exterior of the forward lounges on the DELTA QUEEN. Not exactly prime real estate during the summer season sandwiched between those toasty stack jackets! In fact, the pilot has just taken a refreshing drink from the pilothouse water cooler. And check out that minuscule pilot wheel!



CHAS. H. ORGAN: Jack of All Trades

Having already selected Don Walsh's outstanding color version of CHAS. H. ORGAN for our front cover, we were nothing short of flabbergasted when we stumbled across a full-blown commentary about the picture describing the clarity of its amazing details at a website for Tennessee's Haywood County history, www.haywoodcountyline.blogspot.com

The ferry, day packet and erstwhile excursion boat was built by Iowa Iron Works at Dubuque in 1897 for the West Memphis Packet Company with a steel hull 135.3 x 30 x 5. Her engines were 13's with a 6-foot stroke, steam supplied by two boilers 42" diameter by 20 feet long. Her master was Capt. John C. Wykoff. When the ferry company was in need of a larger boat, they contracted in 1914 with James Rees & Sons in Pittsburgh for the IDLEWILD. The ORGAN traveled out to meet her at Island 40, and then ran in company with her larger sister until June 1918 when Patton-Tully Transportation

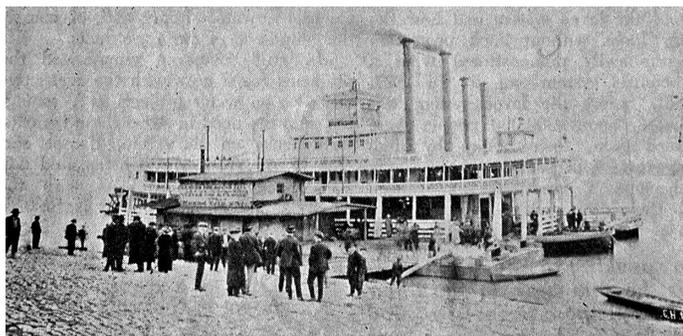
of Memphis bought her. They rebuilt her into the towboat DAN QUINN (T0563) for towing logs and timber, in addition to some contract towing. The boat was retired and dismantled in 1933.

A significant episode in the ORGAN's history occurred on December 4, 1905, when the United States Supreme Court decided a case brought by James Foppiano, the boat's vendor who was contracted to provide beer and liquor aboard the boat. He sued the clerk of court of Shelby County (Memphis), contending that his assessment of license fees to sell liquor between 1901-1904 was illegal as the boat was engaged in interstate commerce and therefore not subject to Tennessee state taxes. The court, however, affirmed the earlier verdict of the Tennessee State Supreme Court in requiring Mr. Foppiano to obtain license for selling liquors since the vessel operated within the jurisdiction of the state of Tennessee.

The website states that the boat was built for the Corps of Engineers previous to her ownership by the ferry company, but your editor can find no record of this. Her regular service was between a landing at the foot of Court Avenue in Memphis and Hopefield, Mound City, President's Island, and Wyanoke. The original photo was copyrighted on December 31, 1910 by the Detroit Publishing Co. for use in producing postcards. Because of the extreme clarity of the image, details easily observed include passengers on the boiler deck watching the "nervous mule creating a raucous on the dock," and an older and a younger Black lady with aprons who appear to have just finished a job, perhaps as cooks. The younger lady and the man standing atop a pile of lumber on the head of the boat are the only two who are looking directly at the camera. Some of those waiting ashore appear dressed for a pleasure trip, many of them perhaps holding picnic baskets. 🕒



Above: CHAS. H. ORGAN boarding ferry passengers at Memphis city front in 1907. **Below:** ORGAN lies outboard of the company's new ferry/packet IDLEWILD after greeting her upon arrival in January 1915. **Opposite:** ORGAN after being rebuilt in 1918 as towboat DAN QUINN. She operated for two different owners for 36 years. Murphy Library photos.



Renovations on TELL CITY Pilothouse Underway

Bill Reynolds, Ohio River Museum chair, and S&D president Jeff Spear started work on renovations to TELL CITY pilothouse on Museum grounds the morning of May 4. They pulled up old linoleum and some rotten boards by the door, and followed up the next week with replacement of that flooring and a general cleanup. They were able to locate new floor covering that looks better than “the 1970’s kitchen stuff that was in there.” The work was over and above what will be done to the pilothouse

exterior, work that was previously approved by J. Mack Gamble Fund during last year’s awarding of grant applications to the tune of \$6000 plus.

Jeff comments that he will be joining Bill and Board member Curt Alden in painting the shantyboat as well. Although the interior is in fine shape, some screens were in need of replacing. Additional photos and updates will be forthcoming in the December issue of the REFLECTOR. 



This report on updates to the TELL CITY pilothouse brought to mind the wonderful “formal” portrait of Capt. Way in that pilothouse. REFLECTOR editor Woody Rutter commented that “this pose is about as formal as Fred could get.” The date was March 16, 1991 on the occasion of the 50th anniversary of the opening of the S&D River Museum. Woody went on to say: “Here is Fred in the pilothouse from the TELL CITY with the W. P. SNYDER, JR. visible over the breastboard. Of all his many projects over the years, the restoration of the pilothouse and the 1955 trip of the SNYDER to Marietta were among Fred’s favorites.” With renovation of both TELL CITY pilothouse and SNYDER now complete, we know he would be pleased.

General Lafayette and the Sinking of the MECHANIC

by Gerald Hubbs

Marie-Joseph Gilbert du Motier, better known by his title Marquis de La Fayette, was a French aristocrat and military officer trained in his family tradition, commissioned an officer in the Black Musketeers. Born in 1757 in Chavaniac France, at an early age he believed the North American Colonies were just in their cause for freedom from Britain and was anxious to join in that rebellion. So he paid his own way to America to fight in that war, despite objections of his family and France to stay out of the conflict. Landing in South Carolina in 1777, he spoke English and was able to make connections with the Continental Army through the Masons and the advocacy of Benjamin Franklin who was the American Envoy to France. Lafayette fought gallantly in the Battle of Brandywine, PA, was wounded, and even though the battle was lost, he was able to organize an orderly retreat and then served with distinction in the Battle of Rhode Island. He returned to France to lobby for increased French support for the American Revolution, returned in 1780 and was given a commission of Major General in the Continental Army under the command of George Washington in 1781. The troops under his command in Virginia blocked forces led by Cornwallis until other American and French forces could position themselves for the defeat of the British forces at Yorktown. Lafayette thus became a hero in the eyes of all the Americans in their battle for freedom.

After the Revolutionary War, he returned to France and was appointed Commander of the National Guard during the Storming of the Bastille in July 1789. In the turbulent time of the French Revolution and the Reign of Terror from May 1793 to July 1794, Lafayette always was suspect as an aristocrat and was imprisoned by Austria for five years, but was released by Napoleon in 1797. He supported Napoleon's principles but turned down appointments by him, and after Napoleon's defeat at Waterloo in 1815, Lafayette supported the Bourbon King Louis XVIII but stayed out of politics.

In 1824, President Monroe invited General Lafayette to make a return trip to the United States to revive the Spirit of '76 in the States, forty years after the Treaty of Paris ended the American Revolution. Lafayette met with Presidents Monroe, Madison, Jefferson and Adams and then began his two year tour of all 24 states at that time. His tour of many major cities started with a spirited tribute in New York, then proceeded by land, sailing boats, and the new steamboats to Baltimore, Charleston, Mobile, St. Louis, Nashville, Louisville, Cincinnati, Marietta, OH, and lastly Pittsburgh, with many stops along the way to greet well wishers. The steamboat was a relatively new method of transportation, with many navigation hazards awaiting on the untamed rivers of the Mississippi and Ohio, including swift currents, wind, sand bars, rocks, snags, and floating trees that could impale the new steam-powered boats.

Lafayette visited St. Louis and Nashville, departing from Mobile on the steamer NATCHEZ during the trip from April 15 to May 6, 1825. The steamer MECHANIC was chartered at Nashville to take him and his entourage which included Auguste Lavasseur his secretary, his son George Washington Lafayette, Governor Coles of Illinois, General Carroll and his staff, General O'Fallon and Major Nash of Missouri and several other gentlemen as passengers. He was able to observe the rare natural beauty on the Ohio River that his countrymen had earlier called "La Belle Riviera." On the following Sunday, May 8, about midnight while the steamer was ascending the Ohio near the mouth of Deer Creek, about one hundred and twenty five miles below Louisville, a severe shock was felt by the persons on board, caused by striking large rocks now known as Rock Island on the Indiana side of the river. Captain Hall called for boats to take the passengers ashore as the MECHANIC began to sink. Since it was late night, General Lafayette had to be awakened by Lavasseur and prepared to leave the steamer, leaving behind \$8,000 in gold, his carriage

and clothing. He missed a step and fell into the water and would have drowned but for the assistance of one of the deck hands who pulled him to safety on a rowboat. The General was 68 years old but was able to tread water until rescued. Lafayette received spontaneous greetings, celebrations and hospitality by local residents, Hoosiers and Kentuckians, many Revolutionary War veterans, who came from miles around to see this war hero and celebrity. He spent the night at Mr. James Cavender's log cabin while others slept under the stars. The local story is that he bathed in a recess in the rock face from which a clear spring issued, later called Lafayette Spring, and it is a roadside attraction to this day. Passengers from the MECHANIC's wreck were picked up the following day by the passing steamer PARAGON and taken to Louisville where he began a land tour there.

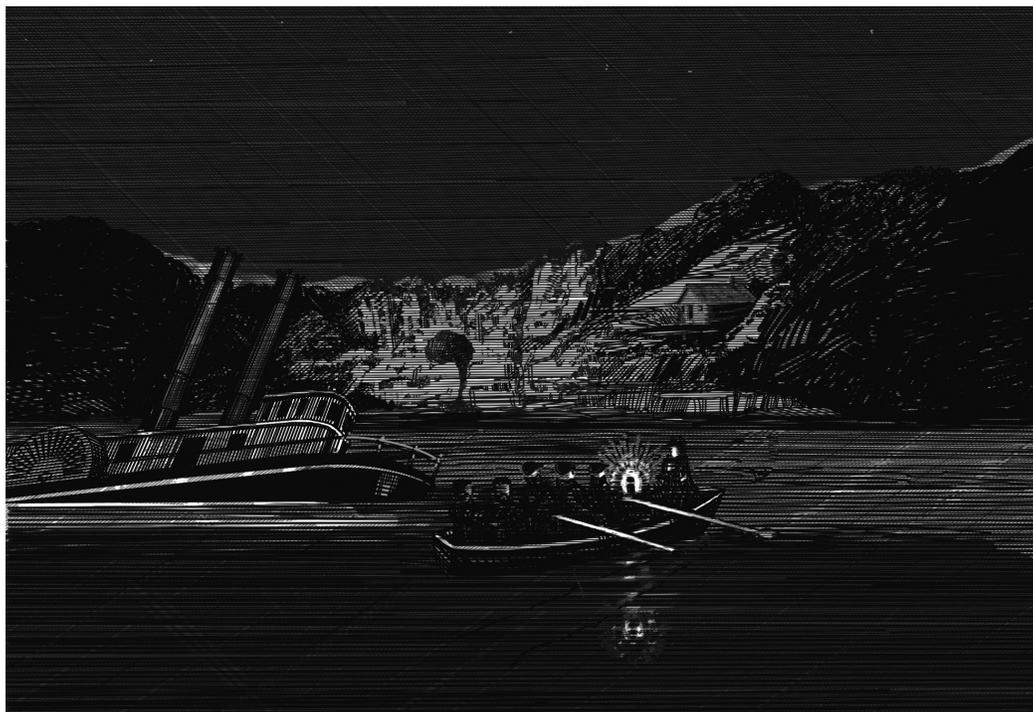
The MECHANIC was built in Marietta, OH, in 1823 by the Whitney & Stone Steamboat Yard, 80 tons, later registered at 116 tons, a sidewheeler, and quite small by later standards. She had a good record, just twenty years after the introduction of the first successful steamboat despite the menaces of navigation on the rivers at that time. *Goodspeed History of Perry County, Indiana* in 1885 identifies the steamboat as the LADY FRANKLIN, but all other

accounts name it as MECHANIC. She was raised, rebuilt and put back into service only to be sunk again at Mechanic's Rock while attempting to run the shallow, fast waters of the Des Moines Rapids in 1830. She was salvaged and put back to work, but was reported stranded in 1832.

The remainder of Lafayette's U.S. tour included celebrity dinners and honorary awards wherever his tour took him, including the naming of the town of Lafayette, IN. He returned to France in 1825, where he died in 1834. Per his wishes to be buried under U.S. soil, his grave was covered with American soil from Bunker Hill.

I passed Lafayette Spring many times as a teenager with my cousins on the way to swim in the lake at German Ridge Recreation Area and never knew the whole story. Some of our ancestors and family may have greeted Lafayette at the time of his American tour including Patriots William Craft, 2nd Westchester County Militia, New York, grandfather of our two great grandmother, Jane Craft Hubbs; Solomon Purdy, 3rd Westchester County New York Militia, grandfather of our two great grandfather Amaziah Purdy Hubbs; cousin Patriots John Hubbs of the Carolinas and Jacob Hubbs of the Louisville area; and related families of

New York, Connecticut and New Jersey, the Suttons, Frosts, Dentons and Underhills. There are no family stories of Lafayette's U.S. tour, but his tour in 1824-25 was well publicized and veterans especially would have participated in the celebrations. ⓘ



Above: Original sketch of sinking of MECHANIC by Mark Rosenthal. Courtesy of Jerry Hubbs and the artist. **Right:** Marquis de Lafayette portrait by Joseph Boze, 1790, from Thomas Jefferson Foundation.



The Bell Tolls aboard BELLE OF LOUISVILLE

by Dan Lewis

As the BELLE and her crew weather this international pandemic, every day at 10 a.m. we ring the boat's roof bell to honor those who have fallen victim to COVID-19. On one morning, though, as I grabbed the bell pull and gave a good yank, there was no ringing. Instead, a loud thud came from the center wing bridge where the bell hangs. Heading up to the roof, my mind swirled with the possibilities of the damage I might find. Reaching the bell, I discovered the clapper and a very worn pin lying on the deck of the wing bridge.

When I looked at the fallen pin that held the clapper in the bell, I found some heavy wire twisted around the end – a “temporary” repair done some years ago. A look up inside the bell revealed why this wire was necessary as one side of the bracket holding the pin was missing! Once I got a good look, I began to ponder how to repair this. In my twenty-six years taking care of the BELLE, this is one of the few items I had never torn into. It is also one of the oldest features of the boat – a longtime constant in the decades of changes the steamer has experienced. Her bell is also a very functional piece, much as it was for many steamboats. It still rings to muster the deck crew, signals the time for the crew to prepare for departure, and rings when all passengers are off the boat.

Before the popularity of walkie-talkies or intercom systems, the roof bell was an integral part of communicating on any riverboat. It could even stand in for the boat's whistle if needed. Of course, the roof bell was often salvaged from steamboats out of service and passed on to other boats in its lifetime. A bell's history is often recalled as clearly as the boats it served. From what I understand, though, the BELLE's bell has some mystery to its origins. I've recently learned from Dave Tschiggfrie that the bell doesn't appear in any of the many photos from the boat's early years in Memphis (1915-1927) as IDLEWILD. Once the bell does appear, though, where it had come from is not known for sure. David suggests that Capt. Jim Phillips might have brought it over from his steamer ILLINOIS before

she was laid up and later burned. But just like the BELLE's engines, the roof bell's origins remain a mystery.

Regardless, this was an opportunity to give it some much-needed TLC. First was repair to the bracket holding the clapper, which appeared to be broken for many years. Given the tools and materials we had on hand, I decided to take a crack at building a completely new bracket. Next was the decision to replace the pin the clapper swings on. This could mean machining a new pin on our lathe (an invaluable tool donated by the late Chief Bill Prudent). To save time, though, I was able to find a bolt with the proper dimensions. As far as the clapper was concerned, I dug through our brass stock to find a piece I could machine into a bushing to press into the clapper. Then, there was the hardware to mount the bracket to the bell housing and to the yoke. After cleaning *many* layers of paint off the old hardware, it was pretty apparent new hardware was needed. Fortunately, it was on hand – just had to dig through our stock to find what I needed. Throughout the fabrication of new pieces, I would stop and check their fitting with the old to eliminate as many surprises as possible when reassembling. With all of this done, a good cleaning and fresh coat of paint was in store. All of the pieces being reused in the bell had a coat of rust neutralizer brushed on before applying a good coat of primer and paint.

Reassembly had its challenges, but time and patience finally won out. Trying to fit a large antique bell back into its yoke was something I had never imagined doing until now and, certainly, was not something asked in a question on any test I ever took for a license! Balancing the bell housing on a floor jack with blocking that we keep handy for such a job, I slowly raised the housing into its yoke and made up all of the new hardware tight. Once assembled, I gave the pulls (one on the bow and one in the pilothouse) a good yank to hear that familiar ring! Happy to hear that sound again, I was also glad to fulfill a goal that I and other BELLE crew

try to accomplish every time we do such work so as to leave this 106-year old steamboat in better shape than when we started.

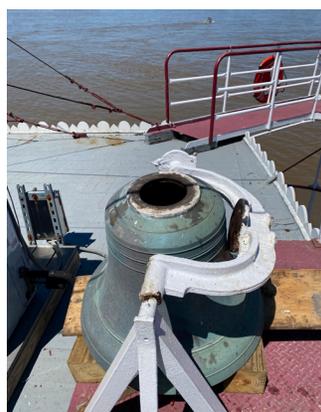
The strange times we live in now with the COVID-19 pandemic has certainly had its effect in the part of the river industry in which I'm involved. The inspections we were going through to get the BELLE and MARY M. MILLER ready for the upcoming season came to an abrupt halt in late March as the Coast Guard ceased inspections when the pandemic began to spread.

Once we realized we were not going to cruise for several weeks, we had to make drastic changes to our normal staffing routine. Considering the maintenance needed for two historic vessels, the BELLE and our wharf boat MAYOR ANDREW BROADDUS, and also for the MARY M. MILLER, I was included in a small group left to care for our vessels while our business was in "limbo." Along with myself, there was one other engineer left to help. For the deck crew, they had 2-3 crew members on a daily basis to help and additional crew to provide a 24 hour watch of our vessels.

Staff meetings were done by video and/or phone. With such a small number of us "on-site" on a daily basis, keeping a safe distance while working around the fleet was fairly easy. Fortunately, we were not hit as hard with the pandemic in Kentucky, so we were able to plan for a gradual start to our cruising

season in early June. Part of this plan included placing masks and sanitizer for passengers and crew in strategic locations throughout the vessels. In addition, the crew had to be much more diligent in cleaning the boats, including sanitizing passenger spaces after every cruise. Spacing of tables and chairs was another challenge for the crew (along with finding a place to store all of the furniture we weren't using). Considering the restricted 30% capacity we were allowed, it made much more sense financially to sail the MARY while creating dockside events for the BELLE. Before any passenger could step on board either boat, we had to get them through their final inspections. As I write this, we've sailed the MARY with sold-out crowds (restricted capacity) on most of her cruises from mid-June through the first half of July – guess people were ready to get out on the water and relax! Last weekend was the BELLE's seasonal debut with sold-out crowds Friday, Saturday, and Sunday.

I have to admit after serving on the BELLE for over twenty years now, it was nice to be at a more relaxed pace for this time of year. However, it was unsettling at times to not have the usual "bustle" of crew around. It still is. I do miss having the usual crew around since we are humans after all, social creatures. It is also awkward, at times, to have a conversation with someone while practicing proper social distance and wearing a mask. But this is the best we can do right now in our efforts to do our part in helping stop the COVID-19 pandemic. 🕒



Left top: Bell housing with manufacturer's name cast into the bell: The E. W. Van Duzen Co. Cincinnati. **Left bottom:** New and old bell pieces. **Above left:** Bell housing and yoke. **Above right:** Repair finished and assembled. The boat's roof bell first appears in a photograph of the IDLEWILD in spring 1928 at St. Louis upon arrival from New Orleans after she was sold to the New St. Louis and Hardin Packet Corporation.

DQ Memories from Summer '69 continued from page 7

5¢ postcard stamps to mail those GCG cards that she had marked with an X, indicating her cabin's location on the DQ. I was pleased to be able to assist her in keeping her relatives posted up on her whereabouts. I made \$75 /week and was provided room and board expenses totaling \$6.60/day on the two Kentucky Lake, one additional Pittsburgh, and Chattanooga cruise that I worked. Leaving the boat in Chattanooga, I had the able assistance of Purser Jim Blum who, with a gleam in his eye and armed with the *Official Guide of the Railways*, planned a grand tour in routing me home on L&N #4 "The Georgian," Chattanooga to St. Louis via Nashville and Evansville in Car No. 3205 "The Humming Bird" (\$16.87 coach). After a 7 hr. 25 min. layover in St. Louis long enough to ride the ADMIRAL, I continued on GM&O's #4 "The Limited" to Chicago (\$9.04 coach), and transferred at Union Station to CB&Q's "Black Hawk" (\$6.28 coach), arriving in East Dubuque at 2:33 a.m. on Monday, August 25, in plenty of time before reporting for my 8:00 a.m. session of the week's teacher in-service meetings as a newly hired junior high teacher. 🕒

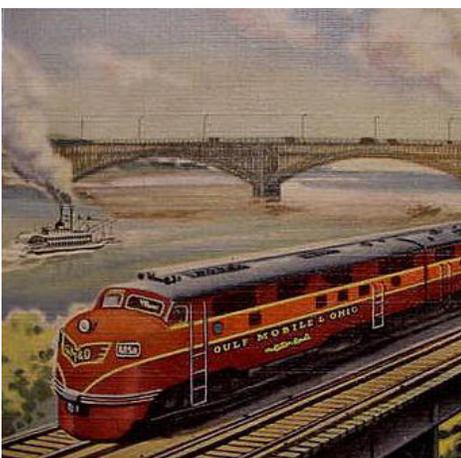
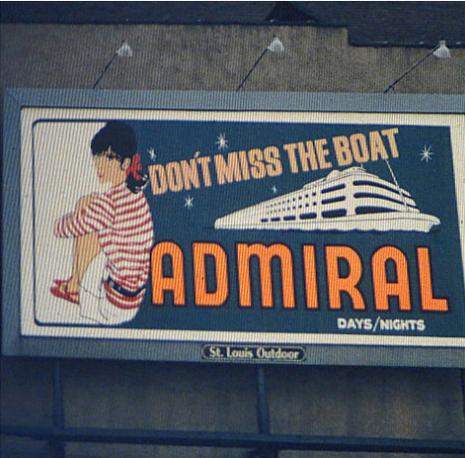
Descriptions (L-R) of photos below: Remains of JASON on the Allegheny; Capt. Doc Hawley and parents visit at Huntington; Capt. Fred Way blows departure whistle at Marietta; Fred and Bruce Edgington visit on Capt.'s Night; DQ landed at Cave-in-Rock the day of the Moon Landing; Two boys from Pittsburgh set up shop selling fire bricks from walls of the furnace which collapsed just minutes before scheduled Pittsburgh departure (the USCG inspectors had been aboard only a few minutes earlier! Capt. Wagner called the pilothouse and told Capt. Louden to blow the All Ashore whistle as they walked up the hill, completely unawares.)

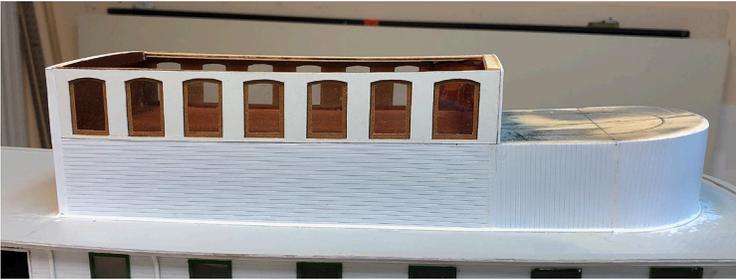
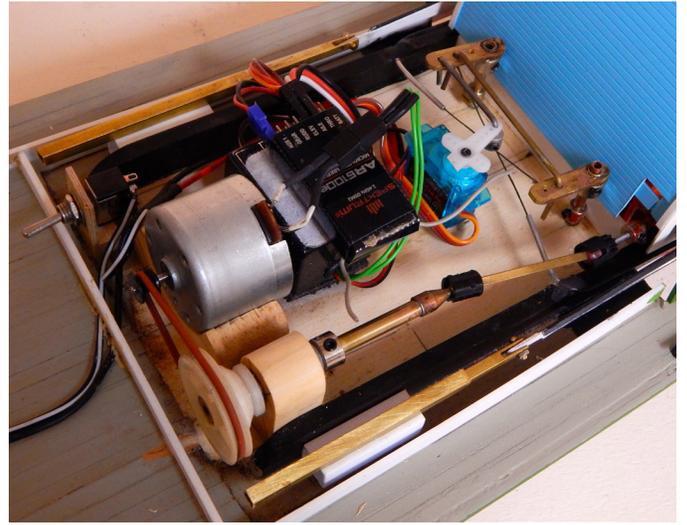
Descriptions (L-R) of photos on opposite page: Watchmen Gabe Chengery and Tom Way with Capt. Hawley on Kentucky Lake trip; Doc, Harry Louden and John Thomas on wing bridge; The unmistakable silhouette of Capt. Wagner on the head of the boat at Chattanooga the day your editor returned home; Old GORDON C. GREENE post cards and vintage S.S. DELTA QUEEN pennants were big sellers; DQ leaves Chattanooga for Cincinnati August 23; The "Hummingbird" car No. 3205 on L&N's "The Georgian"; Outdoor billboard for the ADMIRAL greeted your editor as he walked from Union Station to the wharfboat at Foot of Washington Ave.; Capt. Bill Carroll on ADMIRAL's wing bridge at departure on Sunday morning excursion; GM&O's #4 "The Limited" St. Louis-Chicago; CB&Q's "Black Hawk" arrives at East Dubuque, IL at the end of trek home; DQ Gift Shop that September with Franklin Myles, Jim Blum, and Mary Sexton.





STR. GORDON C. GREENE





John's latest installment in building the RAINBOW was accompanied by an observation that struck your editor as rather significant, considering all of the superb work he has accomplished these many decades in model boat building. In a moment of reflection, he commented, "She sure turned out well. I've had this model on my bucket list to do for the past twenty years and it will end up being one of my better efforts."

This note, along with a few closing words which appear in September's column, give an indication that an announcement will likely be confirmed in December's "Small Stacks." John has shared some of his thoughts with this editor about model building in this day and age, and he will share them with you, our readers in our next issue.



Reflections From Our Readers continued from page 3

friend. It has a lot of photos and info on the Upper Mississippi in your part of the woods. I think it might be okay on your reference shelf. Enjoy.”

‡ The entire 106-page *Burlington Bulletin*, published by the Burlington Route Historical Society and authored by Duncan Cameron, is devoted to “Keokuk, Iowa: The ‘K’ of the K-Line.” This fully-illustrated treatise tells the story of railroading in the Keokuk area, with some nice pages on construction of the Keokuk Lock and hydroelectric dam in 1913. Tom’s gift reawakened memories of your editor’s trips on the Burlington Route’s crack passenger train “North Coast Limited” and the daily rail connections between East Dubuque and the Twin Cities on the “Black Hawk” in the days when he was traveling to embark or return home from the DELTA QUEEN. In fact, those recollections prompted the story on page 7 of your editor’s first season as a crew member in the summer of 1969. And so to our Cincinnati friend, we offer our salute “Thanks for the memories ...”

John Miller writes: “I thought you might find these items of interest and, in fact, don’t even know if any articles have been written in the REFLECTOR about the ANDY BAUM. I was very fortunate to have bought a sugar and creamer from the ANDY BAUM. Talk about a rarity. Glad that I had smelling salts available at the time, but well worth it! The other gem was a creamer from the JOE FOWLER.

I often wonder if Fred Way’s family used this very creamer on the boat on her Pittsburgh to St. Paul trip in 1914.”

‡ ANDY BAUM does indeed claim an occasional mention in past issues, but deserves another shout out on the occasion of John’s sharing images of these artifacts with us. We also did some digging and surfaced a photo of the JOE FOWLER’s cabin, although we failed to locate an image showing it set for dinner. John kindly included additional photos from his collection featuring dinnerware from J. L. PERRY and from the L&C packet line.



Above: Silver cream and sugar set from ANDY BAUM. **Right:** Creamer from JOE FOWLER raises a thought that perhaps a member of the Way family put it to use in 1914.



ANDY BAUM (0261) was built at Cincinnati in 1872 for the Memphis and Ohio River Packet Company in the Cincinnati-Memphis trade. A big boat, she was measured at 735 tons. Sold at a marshal’s sale in Cincinnati for \$27,500 in August 1873. On December 19, 1877 when two miles below Aurora, IN, she collided with the U. S. Mail Line’s UNITED STATES, demolishing that boat’s starboard wheel house. During high water on February 25, 1884, while transferring railroad passengers between Storr’s Landing and Aurora, she grounded. Although refloated in March, she ran no more. Photo from Murphy Library.



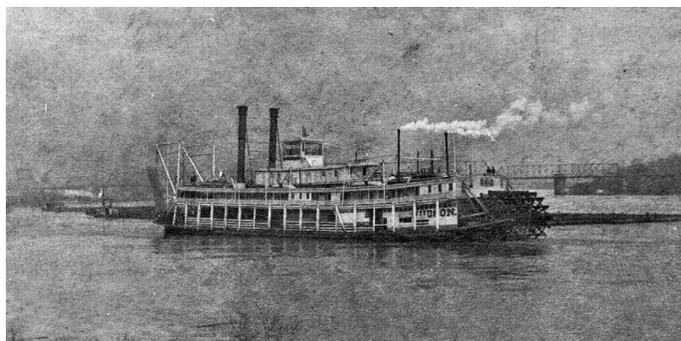
Above: L&C Line serving platter. **Below:** Two pieces of dinnerware from J. L. PERRY (today's W.P. SNYDER, JR.)



Jeff Spear passed along this note from Effie Schwartze: "I've recently come across some information concerning my second great uncle David Miles Swain. I am hoping that you may be able to point me to the June 1971 REFLECTOR in order to learn what I can of my uncle's steamboats. Through the years I can remember my Uncle Tom talking about a steamboat named SWAIN and he wondered if by chance it was connected to our family. How I wish he were still here so that I could tell him not only about that one steamboat, but that his great uncle David Swain had built, as I'm told, about 265 steamboats in all! I've been so fascinated with all of this and have such a love for steamboats myself. I'm planning to visit some of the ancestral areas of my family, including the old homestead of David's grandfather Isaac. I will be planting a tree on that property. There is so much more about the Swain family, of which I'm stilling reading in books. If there is any information you could possibly send my way, I would be most appreciative."

📌 Jeff has undoubtedly mailed Effie that 1971 issue. Recently, your editor received some Swain related material from Bob Anton in Peoria, and we'll be sharing that with you in December.

Charles Bogart writes: "Enjoyed the article on Pittsburgh & Cincinnati Packet Line – always nice to learn more about the Cincinnati area. Do not know if you have this photo of HUDSON and if it is usable. The photo shows HUDSON on the Ohio River at Ludlow, KY, below the Cincinnati Southern Railroad Bridge. Note the bridge's swing section next to the Kentucky shore. The bridge was rebuilt at a later date and while the swing pier is still in the river, it is not connected to the bridge. Cincinnati Southern was leased to the Cincinnati, New Orleans & Texas Pacific Railway which has granted track rights to Norfolk Southern Railway to cross the bridge. The City of Cincinnati owns Cincinnati Southern which reaches from Cincinnati to Chattanooga, Tennessee."



📌 We had taken notice that no photos of the beautiful P&C packet HUDSON appeared in Francis Nash's fine story in the June issue. Well, lo and behold, within days of the magazine's arrival in mailboxes, comes the view from Charles Bogart shown above, completely unbidden and unexpected. And when it rains, it pours! Within the week, we received a second message from Jerry Sutphin sharing with us the classic Thornton Barrette photo of the handsome sternwheeler shown below. In an interview with Alan Bates in 2008, the designer of the NATCHEZ confirmed to this editor that he patterned his design after the HUDSON.





Final Crossings

Mary Bill Bauer

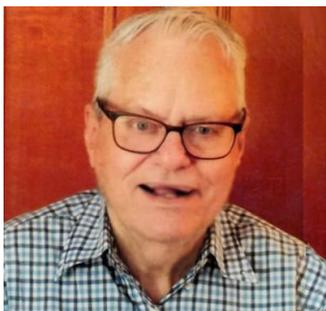
Mary Bill Bauer, 88, of Louisville passed away on June 26, 2020. Mary Bill, along with her husband William H. Bauer, were longtime river fans and well known to crew on the BELLE and DELTA QUEEN. S&D member Keith Norrington recalls that he first met Bill and Mary Bill in 1969 aboard the BELLE during an autumn cruise to Westport and Bethlehem, and immediately knew they were special people and always ready for an adventure – especially if it involved steamboats, trains, birds, or pipe organs, just to name a few. Kind and always welcoming, they treated him like a son. Their home on N. Birchwood Avenue was a veritable museum, akin to the National Archives! Your editor’s last visit with Mary Bill upon her return home from a nursing home in 2018 was in company of Capt. Jim Blum. Our mission was to locate some railroad lanterns for Jim that were stored in her garage/



warehouse, in which effort we finally gave up the ghost after searching for more than an hour. Truly, there was only one Mary Bill, and all of us who were privileged to know her are richer for that awesome experience.

Clyde N. Bowden

Clyde N. Bowden, 89, died in Cincinnati on July 16, 2020 at Twin Towers Senior Living Community. John was born in Hamilton, OH and was a graduate of Miami University and Case Western Reserve University. He spent his entire career at the Public Library of Cincinnati and



Hamilton County where he served as Rare Book & Special Collections librarian, being responsible for cataloguing the Inland Rivers Collection. As a local historian, Clyde collected postcards and amassed a renowned collection, subsequently given to the Cincinnati Public Library in 1991 and the King Library at Miami University in 2009. Interment was in Greenwood Cemetery in Hamilton.

Charlene “Pat” Carr

Charlene Carr, 80, known to all her friends as “Pat”, passed away on June 26, 2020. Pat grew up in Cleveland, playing trumpet beginning in fourth grade. Her older sister attended Hiram College and spent a summer on the MAJESTIC Showboat, and that did it for Pat. She fell in love with the showboat, the river, the calliope, and all the other boats she saw that summer when visiting with her sister. After Pat spent her own summer season aboard the MAJESTIC in 1958, she transferred to Michigan State to get her degree in instrumental music, and spent a lifelong career as Junior High Band director in Michigan and later in Georgia, where she finally retired and lived in Macon. After “graduating” from her years in teaching, Pat returned to her interest in the river, riding the DELTA QUEEN, joining S&D, and visiting river and steamboat museums. She also wrote a nostalgic reminiscence of her summer on the MAJESTIC for the June 2011 REFLECTOR.

Violet A. Foley

Violet A. Foley, 105, of Andalusia, IL, passed away on May 6, 2020 in Muscatine, IA. Violet Schmerbach was born in Dubuque on Feb. 8, 1915, and after high school received a business degree from Dubuque Business College. She married Capt. William L. Foley in 1934 and they moved to Rock Island, IL. The two of them built the Sequoia Motel and River Queen Restaurant west of Andalusia and operated these businesses for many years. She later received her real estate license. Violet was active in Midwest Riverboat Buffs and enjoyed many trips with her husband as he piloted the DELTA QUEEN and MISSISSIPPI QUEEN. She is survived by her



daughter-in-law Mrs. William (Mary) Foley, Jr., 2 granddaughters and 7 great grandchildren. Graveside services were held in Andalusia.

Letha Jane Greene

Jane Greene, 77, daughter of Capt. Tom and Letha C. Greene, passed away on June 20, 2020. From early childhood, Jane traveled on her family's steamboats, among them the GORDON C. GREENE and DELTA QUEEN. After graduating from Withrow High School in the Queen City, she earned degrees from University of Cincinnati and from Xavier University. She taught English for 32 years at Withrow, both entertaining and educating her students, who adored her. During the past twenty years, Jane captured the adventures and tales of her life on the river in humorous speaking engagements aboard the DQ, AQ and MQ, and at Mercantile Library in St. Louis, University Club in Cincinnati, and the Tall Stacks Festival, in addition to audiences for many other organizations as well. She was a longtime member of S&D. Jane is survived by her brother Thomas (Shirley) Greene Jr., niece Adrienne and nephews Nathan, Thomas, Christopher, Daniel and Joel. Visitation was at T. P.



White & Sons Funeral Home in Cincinnati with a private memorial service following. Dale Flick reports that Jane's ashes will be scattered at the Greene family plot in Newport, OH at a later date.

John W. Spear

John W. Spear, 90, of Marietta, OH passed away on September 30, 2019. John graduated from Mansfield High School and received degrees from Kent State University and a BS in Pharmacy



from Ohio Northern University. He was the first pharmacist at Marietta Memorial Hospital, and following his retirement returned to work there part time after a 41-year career.

John served in the U. S. Marine Corps in the Korean War, and was active in the local American Legion Post, as well as in many other organizations, including S&D. John married Joan Senert in 1950, who preceded him in death in 2006. He is survived by their three sons, John (Sue), Joel (Cathleen), and Jeffrey, and by seven grandchildren and five great grandchildren. A memorial service was held at First Presbyterian Church of Marietta.

William A. Steinike

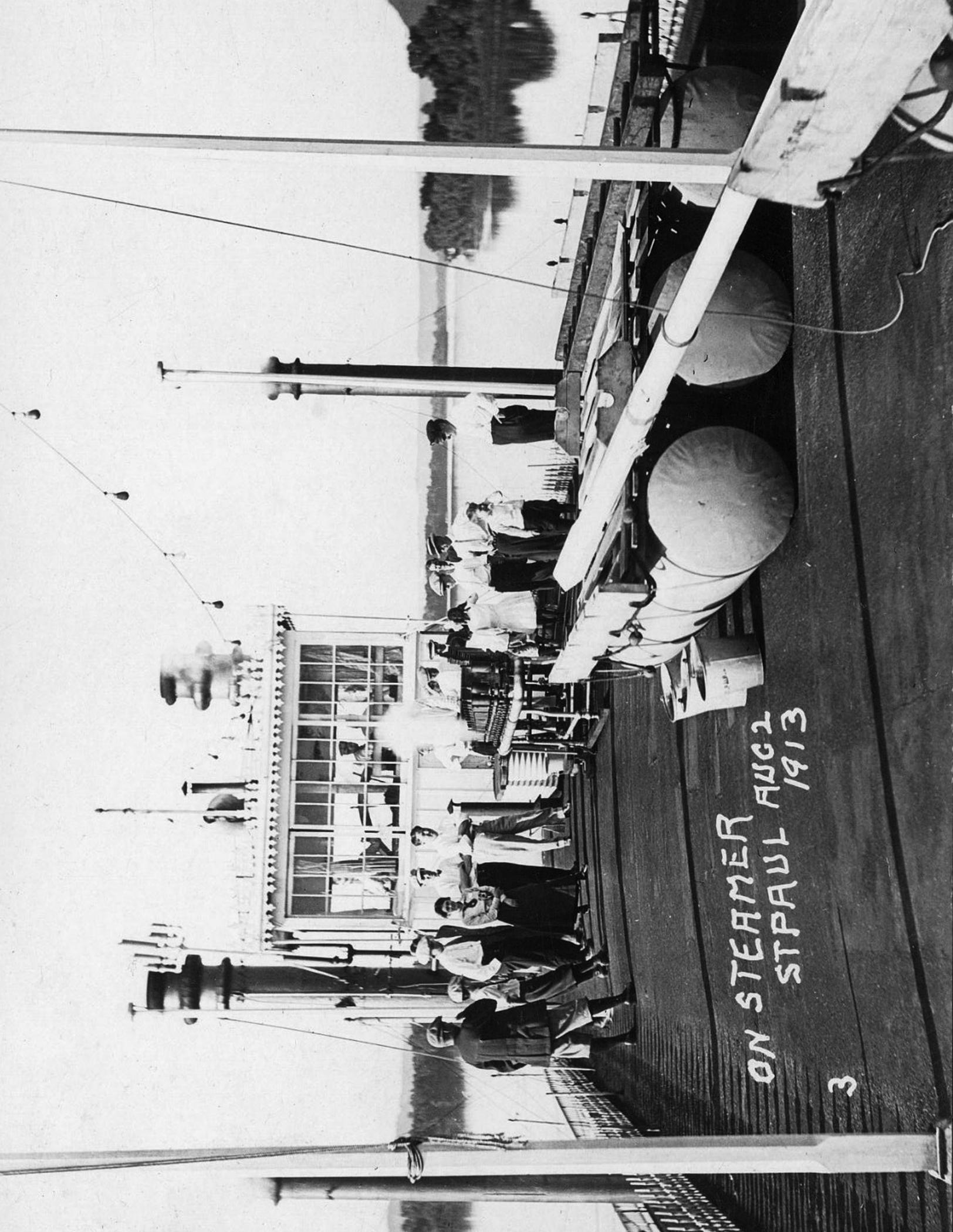
Bill Steinike, 84, of Stoddard, WI passed away May 23, 2020. He was born in Beaver Dam, WI and graduated from Eau Claire State College in 1958 with a degree in education. Bill taught science and math in Mattoon, WI and then in Baraboo. In 1961 he married Roberta "Bobbi" Heebink and three years later they moved to Port Edwards, WI with their newborn daughter Heidi, where Bill taught junior high science for the next 32 years. Upon retirement, they moved south of La Crosse and built a beautiful home overlooking the Mississippi. The Steinikes were ardent steamboaters, often traveling on the DELTA QUEEN and running errands for the crew.



In fact, Heidi worked for several summers aboard the boat. Bill is survived by his wife Bobbi, daughter Heidi (Ray) Ebert and grandchildren Michael and Kathryn.

Back Cover

Summer tourists enjoying a steam calliope concert on the roof of Streckfus Steamer's SAINT PAUL in this August 2, 1913 view. Well, perhaps not quite everyone present is enthralled at the prospect: note the young girl and boy to the right of the infernal music machine. We also wonder what the boat's officer, hands on hip, is contemplating as this scene plays out. The pilot's reaction might be evidenced by what appears to be a tightly closed sash on the pilothouse window. In the foreground are regulation fire buckets and an old style tank-type life float. And notice that magnificent five chime whistle. *Photo from editor's collection.*



ON STEAMER AUG 2
ST PAUL 1913