

**Herbert Hoover
River Advocate
(1874-1964)**

From a policy perspective, arguably no individual has had as much impact on rivers as Herbert Hoover who was trained a civil engineer. After World War I he was responsible for distributing food to much of Europe and became intimate with the cargo traffic on the Rhine and other rivers, which carried much more freight than American rivers at the time. As early as 1920 Hoover began promoting the policies advanced earlier by Progressives including Teddy Roosevelt.

In the Coolidge administration as Secretary of Commerce he oversaw the negotiations that led to the Colorado River compact-- it's no accident Hoover Dam is named after him-- as well as the St. Lawrence Seaway project. Similarly, beginning in 1925 he threw his full weight behind funding the channelization of the Missouri, the construction of the Gulf Intracoastal Waterway, and the development of a 9000-mile long interconnected web of inland waterways for commerce. He also supported the construction of dams to aid flood control, navigation, irrigation, and of course after the 1927 flood, he was key to the passage of the 1928 Flood Control Act and later the Army Corps of Engineers, who favored cut-offs on the Mississippi.

**Julie Hart Beers
Landscape Artist
(1835-1913)**

Julie Hart Beers was an inspirational nineteenth-century artist who became known throughout America for her paintings of rivers and nature. Born in Pittsfield, Massachusetts, in 1835, she became the most renowned female landscape artist of her day, ultimately portraying the majesty of America's rivers to the world.

Her first known exhibition was in 1867 at the National Academy of Design and her paintings became part of the academy's annual exhibitions for the next twelve years. During the 1860's, her works were also exhibited at the Boston Athenæum and the Pennsylvania Academy of the Fine Arts.

Beers painted her inspirational works despite 19th century prejudices against female landscape painters which argued that women should not undergo the rigors and unseemliness of outdoor painting. However, female artists confounded skeptics by climbing the peaks of the Catskills, Adirondacks, and White Mountains, often tramping twenty-five miles a day, and sketching in the midst of blinding snowstorms.

The works of Julie Hart Beers continue to capture the beauty and awe of rivers in America today. Recent exhibits featuring her work include "*Women Artists of America, 1707-1964*" and "Remember the Ladies: Women of the Hudson River School" which was covered by the *Smithsonian*. Beers demonstrated that women landscape painters were the equal of male artists. More importantly, her paintings continue to inspire people today with the majesty of America's rivers.

John L Vance
Ohio Valley Improvement Association
1839 – 1921

John Vance was a founder and first president of the Ohio Valley Improvement Association which worked for the canalization of the Ohio River. Born in Gallipolis, Ohio, in 1839, Vance enlisted in the Union Army in April 1861 and served as captain, major, and lieutenant colonel until December 1864. After the war he was engaged in the steamboat business and soon established and published the *Gallipolis Bulletin* in 1867.

Vance began practicing law in 1870 and was a delegate to the 1872 Democratic National Convention. He was elected to Congress from 1875 to 1877 and then resumed his newspaper business.

In 1896 he became the first president of the Ohio River Improvement Association. He served in that role for more than a quarter century and was part of a long, sustained effort to create the infrastructure for year-round navigation on the Ohio River. He held the position until his death in 1921.

In 1929 President Hoover made a celebratory journey down the Ohio River to commemorate the completion of the improvement of the Ohio. The widely publicized and well-documented public events included Hoover's visit and public remarks at the Ohio River commemorative obelisk and the Vance-Bettinger Memorial which recognizes Vance and others who made Ohio River improvements a reality.

Georgie White Clark
(1911–1992)
River-running guide of the Grand Canyon

Georgie White Clark, a controversial pioneer, was the first woman to run the Grand Canyon as a commercial enterprise, and she introduced several innovations that were adopted by Colorado River guides. In 1952, she became the first woman to row the full length of Marble and Grand Canyons. She made a name for herself when, in the early 1950s, she lashed three rafts together to achieve better stability in big rapids. She began taking paying customers to "share the expense" of running the river.

Along with friend Harry Aleson, she demonstrated that, if capsized, it would be easier and safer to float downstream than hike out. In 1945, they plunged into the current running at 48,000 cubic feet per second and "swam" 60 miles from Diamond Creek to Lake Mead with backpacks containing first-aid supplies, food, cameras. The journey took three days.

Georgie White Clark helped create the modern-day river outfitting business, and she kept her river-guiding business going for 45 years. Her "Royal River Rats" were featured in Life Magazine, the Tonight Show Starring Johnny Carson, and countless newspapers. At the age of 73, she could still be seen holding her motor rig's tiller and wearing a full-length leopard-pattern leotard. Her last Grand Canyon trip took place in September 1991 as she was approaching her 80th birthday.

In 2001, the U.S. Board on Geographic Names designated the Twenty-Four Mile Rapid as Georgie Rapid.

Dubuque Boat & Boiler Works
John Kileen, Jacob Schreiner, Ira Davenport, Henry Miller, and Dennis Trone
(1904 – 1972)

In April 1904, the Iowa Iron Works was sold to a new company headed by John F. Kileen, Jacob Schreiner, and a third partner. This firm, known as the Dubuque Boat and Boiler Works, was originally planned to construct boilers and transport ships. The company received its first government order for dredge boats in 1907. Kileen was a well-known steamboat captain who also played a major role in the Diamond Jo Line.

In 1908 Schreiner purchased the shares of his two partners, and the company remained in his family for more than sixty years. In 1912, there were five boats in production with a spring deadline including the dredge "Waterway" for the United States War Department's use on the Arkansas River. In 1914 the company received a government contract to build a combination dredge and snag boat. During this time, Ira Davenport came to Dubuque as a construction superintendent and became the General Manager and Secretary/Treasurer the following year. Davenport was the son-in-law of Jacob Schreiner.

World War I put impossible demands on the railroad system in the United States. The Dubuque Boat and Boiler Works, the second oldest boat manufacturing firm in the United States and the only one of its kind on the Mississippi River, was used during the war for the manufacture of tows, barges, dredges, submarine chasers, and Coast Guard cutters.

In 1927 Dubuque Boat and Boiler Works completed construction on three paddlewheel steamboats for the newly incorporated Upper Mississippi Barge Line. In August of 1927, one of the first boats constructed, the S. S. Thorpe, departed St. Louis with three barges, carrying 1600 tons of cargo. This maiden voyage was a major turning point in American transportation history for it marked the re-opening of the Upper Mississippi River for the movement of commercial freight.

During World War II, the Dubuque Boat and Boiler Works manufactured more than twenty vessels for the military including Coast Guard cutters, tenders, mine planters and towboats. In June, 1941 two cutters were launched.

With the end of the war, Dubuque Boat and Boiler Works converted to the production of pleasure craft and was soon rated as one of the major excursion boat manufacturers in the nation under the leadership of Henry Barr Miller, the son-in-law of Ira Davenport. The excursion boat business began gradually. Henry Barr Miller, President, and Capt. Dennis Trone, Vice President, followed an idea to provide the wealthy post-war public with a unique product recalling the great excursion boats of the 1920s.

Dennis Trone was the last President of the Boat and Boiler Works. Born in 1930 in Rushville, Illinois, he graduated from the United States Naval Academy, completed Naval Postgraduate School, and served for nine years. Denny and his younger brother Robert (Moon) bought a half interest in the Dubuque Boat and Boiler Company. He designed, built, and operated the Julie Belle Swain and then the Twilight.