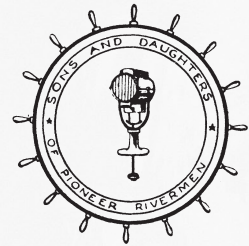


S & D

REFLECTOR

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of Pioneer Rivermen



Vol. 52, No. 1

Marietta, Ohio

March 2015

Steamer PENNSYLVANIA and Mark Twain
1841-47 Western Rivers Steamboat Index
Capt. James Lee & Lee Line Steamers



Front Cover

Commercial Barge Line's WALTER F. CAREY is landed above the Newport and Cincinnati Bridge in this chilly 1948 view. Snow covers the riverfront over at Newport, and the Ohio is fairly well ice-covered. The CAREY was twin prop, powered by two 800 hp. National Superior Diesels, built by St. Louis Ship in 1943, measuring 121 x 23 x 6. She had an interesting early history, and we refer you to the photos on the opposite page for further details. The auto barge faced up to the CAREY recalls Greene Line's conversion of TOM GREENE into an auto carrier in 1936, and of the ill-conceived plans that Commercial Barge Lines at Evansville had at one time to convert her into a three-deck auto carrier after they purchased her in 1950. We ask our sharp-eyed readers to help identify the boat landed over at Newport. Is that a showboat or a wharfboat or a government quarter boat? *Print courtesy of Tom McNamara from a photo taken by his father.*

🔦 Frank enclosed the snapshot at the bottom of the adjacent column which pictures his father Bill Prudent on the foredeck of GENERAL ASHBURN. We last published a view of Chief Engineer Bill Prudent and officers of BELLE OF LOUISVILLE on page 78 of our September issue. GENERAL ASHBURN (To886) was one of four identical sternwheelers built in 1927 for Inland Waterways Corporation (Federal Barge Line) by Dubuque Boat and Boiler to help inaugurate barge traffic on the Upper Mississippi and Illinois Rivers. At the time this photo was taken, she was owned by Hatfield-Campbells Creek Coal Co. (notice the bottom of the letter H between her stacks) towing coal from Kanawha River to Cincinnati and Louisville. Your editor will promptly advise Murphy Library of the ID of the handsome young sailor in this photo so that proper documentation can be made.

Jerry Canavit writes: "Greetings from San Antonio! I wanted to share with you a project that I have been working on for the last four or five years. The topic is *Steamboat Boiler Explosions*. I began documenting information on these explosions out of a curiosity stemming from the fact that I could not find a definitive count of the scope of these disasters for the whole United States — anywhere. If one existed, I had not been able to find it, so I decided to create my own. The number of explosions and fatalities are staggering — much greater than I expected. I decided to finally organize it all and share it with you and a few others who might find it interesting. I will keep the list going as I will probably stumble across the names of a few additional vessels every so often and, who knows, maybe others will also provide me with more additions."

🔦 Jerry sent us an impressive 44-page spiral-bound volume titled *A Guide to Steamboat Boiler Explosions in the United States of America: 1813-2003*. Jerry does exquisite and very professional work. His guide includes a preface on steamboat boiler explosions, a chronological listing, a map showing locations of the accidents, and a comprehensive bibliography of online and print sources. Although Jerry has not offered this volume for sale, those interested readers might wish to contact him at janavit@satx.rr.com

Reflections continued on page 30



Frank Prudent writes: "Here is a photo that was taken of my father while he was on leave from the Navy around 1943 or 1944. In 1944, Dad would have been 19. This view is in Murphy Library's collection, but does not have my father identified. My best wishes for a Happy New Year."

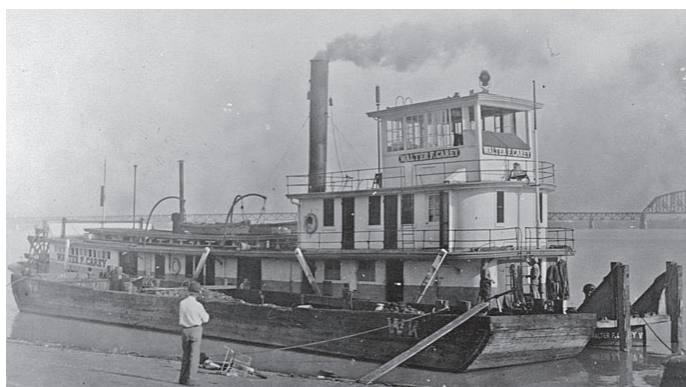


More on WALTER F. CAREY

The m/v WALTER F. CAREY pictured on our front cover began her days as a steam towboat built in 1922 for the U. S. Engineers at Vicksburg named TALLULAH (T2390). She came from the Howard Shipyards at Jeffersonville and measured 127.5 x 23 x 4.5 and carried engines with 10-inch cylinders and 5 foot stroke. In March 1923 her master was Capt. Aubrey D. Haynes II and Wilson Hall, chief engineer. She was eventually sold by the Engineers to Patton-Tully Transportation Company at Memphis. That company had purchased several older sternwheelers prior to 1925 to add to their towing fleet, including the CHARLES H. ORGAN, former Memphis ferry, and the USCG flood relief steamer YOCONA. Sometime between 1934 and 1941, the sternwheeler was acquired by her third owner, Commercial Barge Lines of Evansville, IN who renamed her WALTER F. CAREY and continued to operate her for a time under steam. Walter F. Carey was the founder of Commercial Barge Line, organized as the largest carrier of automobiles on the inland rivers. Finally, in 1943 she was converted to Diesel twin prop at St. Louis Shipbuilding and Steel Company, and it is in this service that she appears on our front cover.



TALLULAH as she appeared for U. S. Engineers, Vicksburg. Both photos from Murphy Library, Univ. of Wisc.-La Crosse.



Commercial Barge's Str. WALTER F. CAREY at Louisville.

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- » 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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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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Dubuque, IA 52001
reflector@comcast.net

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.

Indices for five year increments of the quarterly, 1964 through 2003, are available for \$5 per volume. The 2004-08 index is available in CD format only for \$11 postpaid.

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Getting Posted Up

The Promise of the Future Is
in Our Hands

Accompanying his Thanksgiving greetings, Woody Rutter sent some food for thought in these days when S&D is tightening its belt and transitioning to maintain itself and grow as an organization dedicated to Lighting Up the Past, Present and Future of the Mississippi River System. Our longtime editor and advisor observed that “while looking up some information in the REFLECTOR indices, I happened upon these facing pages from the 3rd Index and stopped to read them. The views of Fred Way and Alan Bates in 1980 capsule the purposes — and accomplishments — of the Sons and Daughters of Pioneer Rivermen.”

Capt. Fred had written: “When Vol. 1, No. 1 was issued, the chances for its survival were slim. The urgency which prompted the attempt was little other than a means of providing members with a quarterly bulletin. To pad the columns, the fledgling editor used a sprinkling of old-time photographs, repros of old packet advertisements and historical articles. What he could not foresee, and which happened right away, were contributions in the mail, comments, photographs and articles. These have increased over the years, always interesting, often fascinating and sometimes block-buster revelations both of historical and current value.”

Alan Bates’ comments were equally thought-provoking: “The REFLECTOR, house organ of S&D, is unique. The casual reader assumes that it is about steamboats. Not so, although steamboats are the catalyst for its actual subjects. These are people...real people. The persons in the magazine are nice, ornery, mad, obtuse, honest, crooked, alive and dead. Capt. Frederick Way, Jr., editor and writer, is fascinated by relationships and no single thing or person stands alone in these volumes. This is the delight and despair of the indexer. The mercurial flight of Fred’s typewriter can transport a reader from the muddy shores of Vevay, IN to an examination of a yacht on the Nile with the smallest flicker of an eye and, improbably, these things are not incongruous. The effect on the indexer is to make it impossible to assign a ‘subject’ to an article.”

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The genius and the gift of Capt. Way was that he lived and knew first hand so much whereof he wrote: the boats, individuals, families and stories in the fascinating kaleidoscope he painted with words and pictures in the REFLECTOR. Fifty-one years later, those people, relationships, events and boats continue to be the heart and soul of this magazine and of S&D. And now, as then, it is in the contributions and sharing of our members/subscribers that the REFLECTOR and S&D have their future. As editor entrusted with the stewardship of your magazine, I renew my call to those who are the present generation of river people. Yours are the stories that are the rightful heirs to those told in issues past. The Diesel era of inland river towing, the casino and excursion boat industries, and yes, the present-day descendants of the steam vessels of long ago all have a place in these pages. When all is said and done, you, dear reader, will determine the future of your magazine and organization. The call goes out to those who can respond as an author or contributor. And an even greater call goes out to all to respond as a tireless, passionate recruiter. Our future can be tremendously bright and strong. And the promise of that future lies completely in the hands of each of you who read these words. 📍



Meet Our Contributors

James R. Lee Sr. (*The Lee Line — Part One*, p. 8) has been a life-long resident of Memphis, TN, other than the years he attended Mississippi State University from 1970 to 1974. Both his father and mother's side of the family were long term residents of Memphis as well. Jim's Lee family roots date to the late 1850s when his great great grandfather James Lee Sr. moved to Memphis from Dover, TN, while his mothers' side moved to Memphis sometime following the Civil War. Jim's mothers' grandfather and father were cotton brokers who had an office on Front Street, known then as Cotton Row. Great grandfather James Lee Jr. was a member of the Memphis Cotton Exchange in addition to his duties managing various parts of the Lee Line and sister businesses.

Jim's web site, leelinesteamers.com, came into being when one of his cousins suggested posting material he had published for family members. It has grown since its start in 2011, and through the web site several people have contacted Jim who possessed pictures and documents that they kindly gave him or allowed him to copy. Another individual graciously sold him some rare glass negatives of a family boat. Through eBay, a number of Lee Line boat pictures have been located in addition to those from the University of Louisville Howard Shipyard and the University of Wisconsin LaCrosse archives.

Jim and his wife are blessed with three grown children and four grandchildren. And he is grateful for this opportunity to share his family's Lee Line steamboat and other business-related history with the S&D family.

John H. White, Jr. (*1841-47 Western Rivers Steamboats*, p. 12) completes the final installment in his research to document the first thirty-seven years of steamboats on the Mississippi River system.

John Panhorst (*Steamer PENNSYLVANIA, Mark Twain and Capt. John Klinefelter*, p. 22) lives in Prosperity, SC and has contributed to the pages of the REFLECTOR on several occasions, including a newspaper account of one of the first whistles mounted on a steamboat aboard the HIBERNIA in 1844, a boat owned by his second great grandfather Capt. John Klinefelter. At John's prompting, Dean Thompson submitted an article in last March's issue about the Civil War service of another of Capt. Klinefelter's boats, the packet GLADIATOR. John's latest story details the boiler explosion aboard the PENNSYLVANIA, immortalized in Mark Twain's *Life on the Mississippi*.

Ken Simpson (*William Simpson: The Man Who Built the DELTA QUEEN*, p. 26), resides in Vancouver, WA and shares with us his personal research in a fascinating biographical sketch of his grandfather William, who emigrated to the United States from Scotland and was construction foreman and shipwright for the California Transportation Company at their Stockton shipyard during the time the two DELTA boats were built 1925-27.

JULIA BELLE SWAIN Returns to Dubuque for Renovation

Forty-four years after splashing into the Ice Harbor at the yards of Dubuque Boat and Boiler Co. on the day of her launch, the steamer JULIA BELLE SWAIN is back home in the harbor directly opposite that site atop the floating drydock



JULIA BELLE SWAIN under construction at yards of DBBCo., June 18, 1970 in Dubuque Ice Harbor. Editor's photo.



Capt. Carl Henry (L) and Capt. Eric Dykman pose on a cold, blustery February 11th afternoon while work progresses on JBS

of Newt Marine Service. A visit to the boat on the chilly, windy afternoon of February 11 in company of Capt. Carl Henry of La Crosse and JBS pilot Capt. Eric Dykman revealed the status of work currently underway since last fall. Most of the work undertaken to date is inside and around the hull, including that in the engineroom, installation of new 1/2-inch steel nosing, and upcoming installation



JBS sits atop Newt Marine's floating drydock. Her wheel was previously removed by Brennan Marine up in La Crosse, WI.



An unexpected surprise uncovered during renovations: "Str. CITY OF BATON ROUGE" is stamped into the port cylinder head. No such marking appears on starboard engine.

of two John Deere generator sets and a bowthruster, as well as hull modifications mandated by the Coast Guard. A propeller will be installed between the center and starboard rudder to provide sufficient backup propulsion in the event of emergency. A new boiler of identical design to her previous one will be supplied by Seacraft Design of Sturgeon Bay. The excursion sternwheeler was purchased in 2013 by the Julia Belle Swain Foundation, a 501-3(c) not for profit organization based in La Crosse. Project manager for the foundation is Barry Blomquist, while Eric is the on-site supervisor working with the Newt crew and their yard superintendent Joe Klein. Efforts at public fundraising in support of the renovation could begin later this year. At present, the Foundation does not have the staff or facilities necessary to handle or process any private donations. The group's not for profit status applies not only to restoration efforts and future operation of the boat, but also to cooperation with other nonprofits in making the boat available for educational purposes. All things considered, the future for the boat looks brighter than it has for many a year. Our hats off to Eric and all the crew for their tireless efforts. 🇺🇸



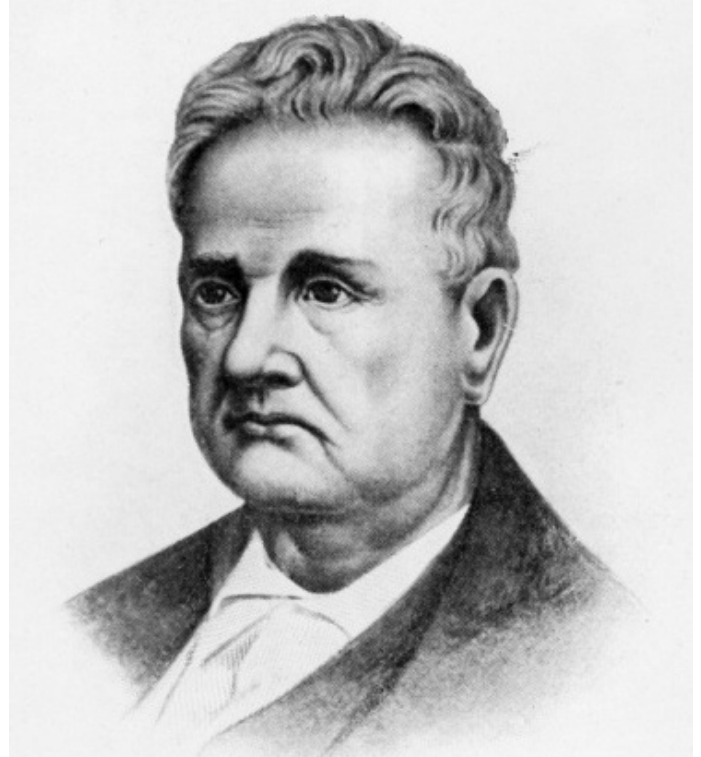
Eric Dykman looks up at outriggers along the hull on starboard side of JBS's bow. Excursion fleet in winter layup to the rear.

The Lee Line: James Lee Sr. and James Lee Jr. and their Grandsons (Part One)

by James R. Lee Sr.

This history of the Lee family's steamboat operations would not be possible without the detailed work of Capt. William Tippitt, who compiled information from vast collections of newspaper archives and the recollections of rivermen who knew my family history. Capt. Tippitt recorded his work in a self-published volume which appeared sometime around 1972-1973 and was titled *Steamboat History of Lee Line, Illustrated: 1832-1930*, which also contained *Part Two: Capt. Roy Barkhau's The Great Steamboat Race and A History of the Eagle Packet Company*, and *Part Three: Doxology of Anchor Line*. This great body of work was microfilmed and resides at several university and state libraries. The copy I am using is from the Tennessee State Library at Nashville. Because the original work was printed by mimeograph, some of the pages did not microfilm well and are impossible to read. Thankfully the vast majority of the pages are readable. With this much history, multiple articles will be necessary to tell the story of Lee Line Steamers. Other sources I will be using for future articles are *Memphis Down in Dixie* by Shields McIlwaine (much of the history in this book was supplied by my grandfather Shelby Rees Lee Sr.); *Steamboat Days on the Tennessee River* by Frank Teuton; *Diary of an Old Lawyer* by Roy Hallum; and family corporate papers. Lee Line began operations following the Civil War in 1866 and entered liquidation in 1926. My great uncle G. Peters Lee, along with my grandfather, continued with the Valley Line for several years following Lee Line's liquidation in 1926. This first article will focus on James Lee Sr.

James Lee Sr. was born December 15, 1808 in Dickerson County, TN. Shortly after his birth, his family moved to Dover, TN on the Cumberland River. As a young man, he employed steamers to tow barges of timber used in making charcoal



Capt. James Lee Sr. 1808-1889 Photo courtesy of James Lee and leelinesteamers.com

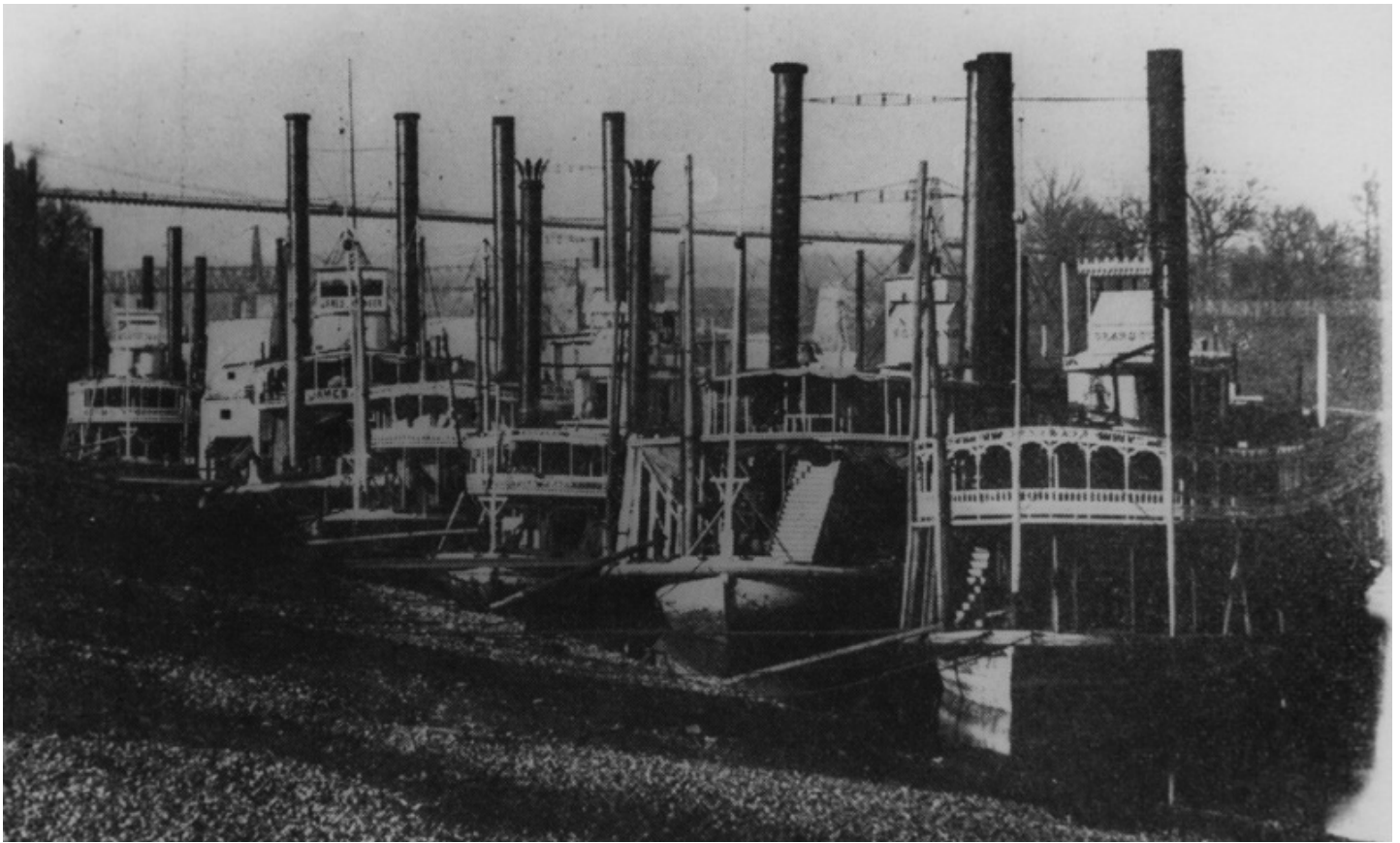
for the iron works in the Dover area. Following his return home at age 21 after pursuing higher education, he found the Dover iron trade with Pittsburgh eclipsed by better quality iron from the St. Louis area. This made his family's iron uncompetitive. He persuaded his father to transport the unsalable iron by steamboat to New Orleans where he hoped to find a more welcoming market. He was successful, and having made a good profit, he returned by steamer to Natchez and then took the Natchez Trace home, contracting malaria en route. He persuaded his family to invest in a new steamer being built in Nashville. In 1831, he married Peniah Lucenda Gibson, who bore him three sons, James Lee Jr., Thomas Edgar Lee (who died while a child), and Samuel Stacker Lee.

In 1832 James purchased a half interest in a Paducah and Nashville packet (name unknown) and became her clerk. Within a year, he owned three-fourths of this steamer and served as her captain, remaining on the Cumberland River until 1838 while tending to his family farm and steamboat operation. During this time he built three steamboats at the mouth of the Cumberland River at Smithland, KY. Capt. Tippitt noted that this could not be confirmed, but that it was told to him by Capt. Bud Smedley. Around this time James' father sold his farming interest and moved to St. Louis. James Lee Sr. was well rewarded by his steamboat ownership. He was able to secure financial backing in the early 1840s which allowed him to purchase JAMES WOODS NO. 1. This packet had a capacity of 300 tons and he entered her in the New Orleans trade. With the profits from this boat he was able to make a down payment on the steamer PARAGON, built in 1839 at Jeffersonville, IN, having a 500 plus ton freight capacity. In 1842 PARAGON sank on the Cumberland. A rapidly falling river allowed for repairs to be made and she returned to service. One year later, she was holed and sunk on another fast-falling river, but she was repaired once more. A New Orleans newspaper reported on February 16, 1844: "Str. PARAGON, Capt. James Lee, 'The Old Reliable' to Nashville today." On or about January 13, 1843, JAMES WOODS NO. 1, in which James Lee Sr. now held a small interest, was struck by another steamer near Plaquemine, LA and sank up to her hurricane deck. She was down bound, loaded with 250 tons of freight, and was a total loss.

In the early part of 1845, Capt. Lee contracted for building a steamer he named OLD HICKORY, capable of carrying 445 tons. This boat was eventually dismantled five years later, typical of the life of a packet in those days. In 1847 he built IRIQUOIS, registered at 485 tons. She was a much faster boat, but more expensive to operate. Due to financial difficulties, he was forced to sell her. So in 1848 Capt. Lee purchased an interest in the new 488-ton C. E. WATKINS, capable of handling up to 900 tons of freight in the Nashville and New Orleans trade. Capt. Tippitt's history reported that in July 1848 he was forced to lay up the WATKINS at St. Louis due to low water. Because of a disagreement between Capt. Lee and the other partners, he sold his interest in the boat and purchased the 239-ton

BRUNSWICK, of 600 tons burden. BRUNSWICK suffered damage when a boat towing two barges ran into the back of one of her wheelhouses, destroying the wheel along with a number of ladies cabins. She was repaired at St. Louis and returned to service. Around November 9, 1847, BRUNSWICK ran into the bank in a fog five miles above Vicksburg and sank, a total loss. About this time a newspaper reported that Capt. Lee had repurchased C. E. WATKINS for \$19,000 and was running her in the Nashville and St. Louis trade. The *Cairo Delta* recorded Capt. Lee as making numerous trips with the WATKINS to St. Louis, New Orleans, Cairo, Tennessee River, Paducah and Cincinnati during 1848. In December of that year disputes among the partners and Capt. Lee resulted in the sale of the boat once again. During this time, he was also involved in extensive farming at Dover, TN.

Sometime in the late 1840s, Capt. Lee purchased the TENNESSEE. And in the fall of 1850 he also acquired IROQUOIS (not to be confused with the IRIQUOIS of 1847) for the St. Louis-New Orleans trade. Capt. Tippitt details a boiler explosion and subsequent fire that destroyed the steamer OREGON on March 2, 1851 in plain sight of those aboard IROQUOIS. In an effort to rescue as many passengers and crew as possible, Capt. Lee ordered the bow of his steamer brought right up alongside the OREGON's stern. Tippitt further wrote that IROQUOIS carried 25 scalded people to Memphis where they were hospitalized. Twenty people died in the explosion. In May 1853 Tippitt reports that Capt. Lee purchased the steamer UNCLE SAM. However, Yellow Fever outbreaks in the South caused most boats to withdraw from the lower Mississippi trade. Two years later, steamboat inspectors mandated that Capt. Lee's TENNESSEE be laid up for repairs, whereupon he sold his interest in the boat. In late 1855 or early 1856 the following advertisement appeared in the *Nashville Union and American*: "BLANCHE LEWIS - this new and popular craft with the veteran commander, practical joker, and fast liver - Capt. James Lee, is also in the arena for patronage at 10 o'clock a.m. for Smithland and Paducah. Those who desire a comfortable trip and lots of fun will find what we say to be true." In August 1855 Capt. Lee purchased yet another interest in the nearly new TENNESSEE BELLE when she was laid up due to low water on the

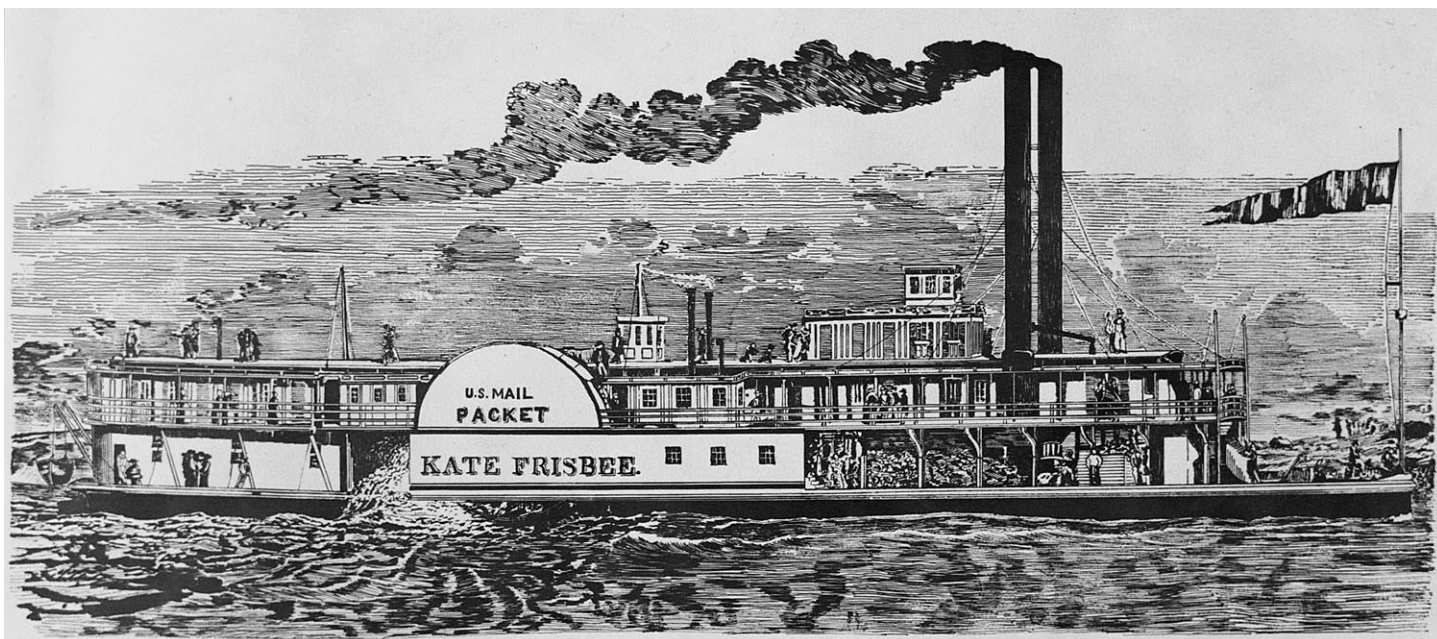


On extreme left of this photo made in Nashville in the early 1860s is BLANCHE LEWIS. This popular packet was commanded by Capt. Lee in 1855-56 while engaged in the Nashville-Smithland and Paducah run. Her captain was described in the local paper as a "veteran commander, practical joker, and fast liver." Other packets pictured here are (L to R) JAMES JOHNSON, B. M. RUNYAN, TEMPEST, SCOTLAND and GRAND TURK. Photo courtesy of Public Library of Cincinnati and Hamilton Co.

Tennessee. He immediately sought a new trade for her. Since business was booming between St. Louis and Memphis, he arrived in Memphis on August 16, 1856. His entry into that market caused competing captains to bitterly view him as a "Johnny-come-lately." December 30 of that year found Capt. Lee in command of DANIEL BOONE. The *Memphis Appeal* wrote of the BOONE and her captain four days later: "This fine steamer arrived at an early hour last night from Nashville. She carried the "horns" and well she has earned them. The last trip up from Cairo to Paducah (50 miles) she made in 3½ hours. We do not wonder that our friends on the Cumberland River are so rejoiced at seeing this fast steamer plying the Cumberland. When they get better acquainted with 'the prince of commanders' Capt. Lee, they will join with us in saying that so fast a boat could not have a better presiding officer."

The first half of 1857 found Capt. Lee in command of HESPERIAN over on the Missouri River. During that summer, Capt. Tippitt's history

reported that Lee brought his family to Memphis from Dover. His son James Lee Jr. remained in Dover to pursue his law career and to look after the family's farm operations. Capt. Tippitt mistakenly named Samuel Stacker Lee as James Lee Jr.'s son, whereas he was actually the third son of Capt. James Lee Sr. The second son, Thomas Edgar Lee, had died in his mid-teens. Capt. Tippitt went on to say: "The year 1858 was to bring many changes to the river. The days of the independent packet boater were almost over. The days of strong steamboat companies had arrived. This development not only included the long trade packets, but also the short trade boats." While packet companies began to form, Capt. Lee continued to command individual boats. His next mention in newspaper reports was in January 1859. The May 25th *Memphis Appeal* reported Capt. Lee in command of KATE FRISBEE and reported five days later: "On May 30 the KATE FRISBEE ran afoul of the inspectors. While the FRISBEE is to receive some repairs, Capt. James Lee and his crew will take out the VICTORIA for a



U. S. Mail packet KATE FRISBEE was under command of Capt. James Lee beginning in May 1859, and for the remainder of that year. On June 13, 1858, KATE FRISBEE was the first steamer on the scene of the explosion aboard PENNSYLVANIA, reported on page 23 in this issue. Image courtesy of Murphy Library, University of Wisconsin - La Crosse.

trip or two.” By August 1, the paper reported: “Capt. Lee and his crew return to the KATE FRISBEE and the VICTORIA has gone in for repairs.” The balance of 1859 found him in command of KATE FRISBEE. Capt. James Lee was a man of boundless energy and drive. During 1861, he was commanding KENTUCKY in the Vicksburg-St. Louis trade. The May 21 *Memphis Appeal* reported: “The steamer KENTUCKY, Capt. James Lee, regular Vicksburg and Memphis packet up from Vicksburg on Sunday morning at about 4:30 a.m., when opposite Columbia, AR exploded her mud receiver [mud drum], which gave way on top, close to the starboard side, where it is said the iron was not more than a sixteenth of an inch thick. The explosion was upward and the cabin floor over the boilers ripped up by the force of the steam and water for a distance of 40 feet and from three to nine feet wide. Fire brick were hurled into the cabin. The boat had just rounded out from Columbia. Capt. Lee, who was in his room at the time of the explosion, was soon on deck, but not before he had inhaled steam.” At the time, he was not considered badly hurt. Eleven of the crew were killed and seventeen injured. Capt. Lee recovered at the home of his son James Lee Jr. who had moved to Memphis in the fall of 1860. PRINCE OF WALES was the last boat Capt. Lee owned and operated during the lead-up to and beginning of the Civil War. The Civil War provides a dividing point for

this history of James Lee Sr.

In writing a conclusion to this part of the family history, Capt. Tippitt records a custom common to the river in the 1830s and 40s. Breakfast for the passengers and crew of a steamboat arriving at its destination before sunrise was usually not provided. Apparently Capt. Jim was well known for making arrivals prior to sunrise, because he gained the nickname “Sunrise Jim.” Sunrise Jim was a man who loved the river, tall tales, and good jokes, as well as a bountiful dinner table. He was a man of boundless energy who was not afraid to change direction when problems and opportunities presented themselves. ☺



PRINCE OF WALES boiler as it appeared on May 20, 1900 at Yazoo City, MS. Photo from Cincinnati Public Library.

1841-47 Western Rivers Steamboats

(Part 2)

by John H. White, Jr.

LA BELLE

SW packet, wh b. Parkersburg, 1842. 95 tons.

LA SALLE

SW packet, wh b. St. Louis, MO, 1841. 109 tons.

LACLEDE

SW packet, wh b. St. Louis, MO, 1845. 250 tons. Burned at St. Louis in March 1848.

LAMA

SW packet, wh b. Cincinnati, OH, 1844. 68 tons. Exploded boilers at Camareo, Mexico in May 1847.

LANCASTER

SW packet, wh b. Pittsburgh, PA, 1842. 120 tons.

LANCET

SW packet, wh b. Cincinnati, OH, 1843. 184 tons. Burned at Island No. 74 in June 1845.

LARK

SW packet, wh b. Bellevue, IA, 1843. 25 tons.

LARK

SW packet, wh b. Ironton, OH, 1843. 59 tons.

LAURA

SW packet, wh b. Pittsburgh, PA, 1845. 26 tons. Exploded boilers on Ouachita River, LA in November 1849.

LAWRENCE

SW packet (?), wh b. Lawrenceville, PA, 1845. 9 tons. Lost in ice at Phillipsburg, PA in January 1846.

LEHIGH

SW packet, wh b. Pittsburgh, PA, 1841. 176 tons. Off records in 1844.

LELIA

SW packet, wh b. Kanawha, VA, 1842. 81 tons.

LEO

SW packet, wh b. Louisiana, MO, 1842. 82 tons.

LEO

SW packet, wh b. St. Louis, MO, 1844. 83 tons.

LEVANT

SW packet, wh b. Cincinnati, OH, 1844. 225 tons. Off records in 1846.

LEWIS F. LINN

SW packet, wh b. Freedom, PA, 1844. 160 tons.

LEWIS WETZEL

SW packet, wh b. Wheeling, 1848. 118 tons. Off records in 1855.

LEXINGTON

SW packet, wh b. Pittsburgh, PA, 1843. 157 tons. She made her home port in Weston, MO and worked on the Missouri until she grounded at Rockcastle Bar. The boat succeeded in backing off, but in doing so knocked a hole in the hull and damaged her rear hull framing down to the keel. Her crew worked heroically to save the boat, but she sank a total loss late in the afternoon of September 12, 1845. A cargo of about 120 hogsheads of tobacco was lost, insured for \$8600. The boat itself was insured for \$5000.

LIBERTY

SW packet, wh b. Jacksonville, PA, 1847. 24 tons.

LIGHTER

SW packet, wh b. Pittsburgh, PA, 1842. 63 tons. Off records after 1842.

LILLY OF THE WEST

SW packet, wh b. Nashville, TN, 1844. 21 tons.

LINWOOD

SW packet, wh b. Cincinnati, OH, 1843. 316 tons. Snagged at Island No. 16 in March 1847.

LITTLE BEN

SW packet, wh b. Cincinnati, OH, 1841. 182 tons. Stranded at Liberty, IL in December 1844.

LITTLE BEN FRANKLIN

SW packet, wh b. Cincinnati, OH, 1842. 85 tons. Snagged at Liberty, IL in November 1845.

LITTLE DOVE

SW packet, wh b. St. Louis, MO, 1845. 76 tons. Off records in 1851.

LITTLE HARRIET

SW packet, wh b. Lawrenceville, PA, 1843. 47 or 242 tons. Snagged at Mobile, AL in August 1849.

LITTLE MAIL

SW packet, wh b. Belle Vernon, PA, 1842. 82 tons. Off records in 1845.

LITTLE PIKE

SW packet, wh b. Cincinnati, OH, 1842. 224 tons. Off records in 1845.

LITTLE ROCK

SW packet, wh b. Pittsburgh, PA, 1843. 143 tons.

LITTLE STEWART

SW packet, wh b. Frenchtown(?), 1842. 50 tons.

LITTLE YAZOO

SW packet, wh b. Cincinnati, OH, 1843. 46 tons.

LIVE OAK

SW packet, wh b. Tigerville, LA, 1845. 64 tons. Snagged at New Orleans in June 1846.

LODI

SW packet, wh b. Wheeling, 1843. 95 tons. Snagged at Grand River, LA in December 1845.

LOUIS PHILIPPE

SW packet, wh b. Cincinnati, OH, 1843. 295 tons.

LOUISA

SW packet, wh b. Black Hawk, IA, 1843. 39 tons. Worn out.

LOUISA HOPKINS

SW packet, wh b. Tuscaloosa, AL, 1846. 210 tons. Off records in 1852.

LUCY LONG

SW packet, wh b. Nashville, TN, 1844. 82 tons. Stranded at Louisville in November 1845.

LUCY WALKER

SW packet, wh b. Cincinnati, OH, 1843. 183 tons.

LUDA

SW packet, wh b. Cincinnati, OH, 1841. 244 tons. Steamboat owners would often stay with one name for a series of boats, NATCHEZ being the most likely example of this practice. The first LUDA was built for Capt. Thomas Clark and his partner, a Mr. Abell, in 1841. She sank a few years later between Bayou Sara and New Orleans. A second LUDA was also built in Cincinnati for Capt. Clark and

operated on the lower Mississippi until January 1846 when she was sunk in collision with JULIA CHOUTEAU (see).

LUELLA

SW packet, wh b. St. Louis, MO, 1843. 92 tons.

LYNCHBURG

SW packet, wh b. Cincinnati, OH, 1842. 136 tons.

LYNX

SW packet, wh b. St. Louis, MO, 1844. 140 tons. Snagged at Clarksville, MO in 1849.

MAB

SW packet, wh b. Smithland, KY, 1841. 326 tons.

MACEDONIAN

SW packet, wh b. Smithland, KY, 1841. 332 tons. The steamer burned on June 24, 1844 opposite Vidalia, LA on her way to St. Louis, from a fire started by a lamp in the engine room. As soon as fire was discovered, the boat was run into the bank. Her fifty to sixty German deck passengers got ashore safely. A boiler also exploded, amazingly injuring no one. All of her baggage and a cargo of 2000 bags of salt were lost along with the boat.

MAD ANTHONY

SW packet, wh b. Gainsville, MS, 1846. 89 tons.

MADISON

SW packet, wh b. St. Louis, MO, 1841. 90 tons.

MAGIC

SW packet, wh b. Louisville, KY, 1845. 122 tons. Snagged at Plum Point, TN in October 1846.

MAGNET

SW packet, wh b. Wheeling, 1846. 98 tons.

MAID OF ATTAKEPAS

SW packet, wh b. Cincinnati, OH, 1841. 250 tons.

MAID OF IOWA

SW packet, wh b. Augusta, IA, 1842. 60 tons. Off records in 1846.

MAID OF OSAGE

SW packet, wh b. Osage City, MO, 1842. 63 tons.

MAIL BOY

SW packet, wh b. Louisville, KY, 1841. 119 tons.

MAJOR BROWN

SW packet, wh b. Elizabeth, PA, 1846. 125 tons.

MANHATTAN

SW packet, wh b. Pittsburgh, PA, 1841. 213 tons.

MARIETTA

SW packet, wh b. Pittsburgh, PA, 1841. 81 tons.

MARKET BOY

SW packet, wh b. Louisville, KY, 1843. 45 tons.

MARQUETTE

SW packet, wh b. Pittsburgh, PA, 1842. 126 tons. Although she operated mostly between Mobile and ports on the Alabama River, MARQUETTE was leaving New Orleans for Cincinnati on June 26, 1845. Capt. E. A. Turpin had just walked to the after end of the hurricane roof to see if she had cleared the dock when her two boilers exploded. He was thrown ten feet in the air and fell back on deck, sustaining only minor injuries. Her pilot was thrown 100 feet and landed on the deck of YAZOO CITY, dislocating a hip joint. An estimated 25-30 crew and passengers were killed or seriously injured. Rescue boats soon arrived to ferry survivors back to shore. Capt. Turpin and the boat's chief engineer were arrested and charged with manslaughter.

MARTHA

SW packet, wh b. Rock Springs, KY, 1842. 108 tons.

MARY

SW packet, wh b. Gainsville, MS, 1845. 130 tons.

MARY ANN

SW packet, wh b. Quincy, IL, 1842. 44 tons.

MARY ANN

SW packet, wh b. Elizabeth, PA, 1846. 142 tons.

MARY TOMPKINS

SW packet, wh b. Jeffersonville, IN, 1841. 224 tons.

MAY DUKE

SW packet, wh b. Pittsburgh, PA, 1844. 64 tons.

MAY FLOWER

SW packet, wh b. Brownsville, PA, 1841. 100 tons.

MAY QUEEN

SW packet, wh b. Pittsburgh, PA, 1845. 92 tons. Burned at Marietta, OH in February 1847.

MCINTIRE

SW packet, wh b. Wheeling, 1843. 40 tons.

MEDIUM

SW packet, wh b. Freedom, PA, 1844. 74 tons.

MEDIUM

SW packet, wh b. Louisville, KY, 1847. 99 tons. Off records in 1850.

MEDIUM

SW packet, wh b. Louisville, KY, 1848. 69 tons. Possibly same vessel as previous listing.

MEMPHIS

SW packet, wh b. New Albany, IN, 1843. 462 tons. Snagged at Profit Island, LA in November 1847.

MENADER

SW packet, wh b. Cincinnati, OH, 1844. 159 tons.

MENTOR

SW packet, wh b. Pittsburgh, PA, 1841. 270 tons. Snagged at Commerce, MO in September 1842.

MENTORIA

SW packet, wh b. Cincinnati, OH, 1845. 108 tons.

MERIDIAN

SW packet, wh b. Pittsburgh, PA, 1841. 224 tons.

METAMORA

SW packet, wh b. Cincinnati, OH, 1845. 297 tons. Snagged at Island No. 65 in 1846, the same snag that sank MONARCH.

METEOR

SW packet, wh b. Cincinnati, OH, 1844. 165 tons. Collided with PARIS at Stephensonport, KY in August 1848.

MICHIGAN

SW packet, wh b. Pittsburgh, PA, 1842. 78 tons

MINER

SW packet, wh b. Pittsburgh, PA, 1845. 45 tons.

MINERVA

SW packet, wh b. Hamburg, IL, 1841. 208 tons.

MINGO CHIEF

SW packet, wh b. Pittsburgh, PA, 1842. 85 tons.

MINSTREL

SW packet, wh b. Pittsburgh, PA, 1842. 102 tons.

MISSOURI

SW packet, wh b. Pittsburgh, PA, 1841. 585 tons. MISSOURI was a popular name for steamboats on the inland rivers, which only adds to confusion in compiling boat histories. This MISSOURI was built in Pittsburgh

according to an article in the 1841 *Family Magazine*. She was 233 feet long and 60 feet wide over her guards. Her two engines were rated 1118 hp. She burned to the water's edge early on the morning of August 9, 1841 when she was still a new boat. The *New York Observer* reprinted an article from the *New Orleans Bee* of Sept. 4, 1841 which reported that the fire started in the blacksmith shop aboard at 4 a.m. The MISSOURI was cut loose to prevent the fire from spreading to nearby boats. She drifted away and grounded at the foot of Bloody Island near St. Louis, where she burned and eventually sank. The engraving of MISSOURI that accompanied the *Family Magazine* article has been used to represent other boats of that name as well. The Behringer-Crawford House Museum in Covington, KY used it in a display to depict the MISSOURI of 1819. Supposedly the boat's hull was rebuilt without cabin, engines or boilers for use as a barge.

MISSOURI MAIL

SW packet, wh b. Pittsburgh, PA, 1843. 209 tons. Burned at St. Louis in May 1848.

MOBILE

SW packet, wh b. Shippingport, KY, 1846. 259 tons. MOBILE was built for service between Mobile and New Orleans. She had gunwales to keep waves from the Gulf from flooding her main deck, and had a novel appearance as a result. Her hull was built unusually heavy to better handle the pounding of the ocean's waves. Her captain brought her up to Cincinnati soon after completion in November 1846 to pick up her furniture before entering service in the south.

MONEDO

SW packet, wh b. Louisville, KY, 1846. 55 tons. Collided with WESTERN in Cumberland River in 1847.

MONROE

SW packet, wh b. Monroe, AL, 1845. 126 tons. Stranded in Rio Grande, TX in November 1847.

MONTAUK

SW packet, wh b. St. Louis, MO, 1847. 175 tons. Burned at St. Louis in May 1849.

MONTICELLO

SW packet, wh b. West Wheeling, OH, 1843. 121 tons.

MOTIVE

SW packet, wh b. McKeesport, PA, 1845. 67 tons. Broken up on sandbar at South Barton in February 1850.

MOUND CITY

SW packet, wh b. Neeley Landing, MO, 1843. 335 tons.

MOUNT VERNON

SW packet, wh b. New Albany, IN, 1842. 161 tons.

MOXAHALA

SW packet, wh b. Bellevue, PA, 1842. 63 tons.

MUNGO PARK

SW packet, wh b. Pittsburgh, PA, 1841. 94 tons. Named for the Scottish explorer of Africa in 1795 and 1805. Off records in 1845.

MUSCATINE

SW packet, wh b. St. Louis, MO, 1848. 74 tons.

MUSCLE

SW packet, wh b. Pittsburgh, PA, 1843. 101 tons.

MUSCLE NO. 2

SW packet, wh b. New Albany, IN, 1846. 168 tons. Snagged in Yazoo River, MS in September 1849.

MUSKINGUM VALLEY

SW packet, wh b. Cincinnati, OH, 1841. 67 tons. Exploded boilers on Ohio River on October 5, 1843. Three were blown overboard, resulting in one fatality.

NARRAGANSETT

SW packet, wh b. Pittsburgh, PA, 1841. 184 tons. Snagged at Dog Tooth Bend near Cairo, IL while en route from New Orleans to St. Louis on January 4, 1845. The entire cargo and boat were lost.

NASHVILLE

SW packet, wh b. Cumberland River, 1845. 300 tons.

NATHAN HALE

SW packet, wh b. New Albany, IN, 1843. 135 tons. Off records in 1847.

NATIONAL

SW packet, wh b. Brownsville, PA, 1844. 198 tons. Burned near mouth of Kentucky River on February 22, 1847.

NATIVE

SW packet, wh b. New Orleans, LA, 1845. 45 tons. Sank in Mobile Bay, AL in April 1848.

NEBRASKA

SW packet, wh b. Elizabethtown, PA, 1845. 148 tons. Off records in 1846.

NEPTUNE

SW packet, wh b. Pittsburgh, PA, 1841. 227 tons. Snagged at Plum Point, TN in December 1845.

NEVA

SW packet, wh b. Louisville, KY, 1844. 141 tons.

NEW ALBANY

SW packet, wh b. Louisville, KY, 1848. 74 tons.

NEW BRAZIL

SW packet, wh b. Cincinnati, OH, 1842. 166 tons.

NEW CASTLE

SW packet, wh b. Beaver, PA, 1842. 19 tons.

NEW CASTLE

SW packet, wh b. Pittsburgh, PA, 1843. 50 tons

NEW ERA

SW packet, wh b. Cincinnati, OH, 1843. 263 tons. Off records in 1847.

NEW HAMPSHIRE

SW packet, wh b. Pittsburgh, PA, 1845. 125 tons. Exploded boilers at Pine Bluff, AR in January 1847.

NEW HAVEN

SW packet, wh b. Pittsburgh, PA, 1841. 86 tons. Sank at Wood River, IL in January 1847.

NEW HAVEN

SW packet, wh b. Shousetown, PA, 1845. 90 tons.

NEW LISBON

SW packet, wh b. Pittsburgh, PA, 1842. 50 tons.

NEW WORLD

SW packet, wh b. Cincinnati, OH, 1843. 246 tons. Built by Gordon and Temple. Off records in 1847.

NEWARK

SW packet, wh b. Zanesville, OH, 1845. 71 tons.

NICK OF THE WOODS

SW packet, wh b. Louisville, KY, 1841. 90 tons. Off records in 1843.

NODAWAY

SW packet, wh b. Cincinnati, OH, 1843. 203 tons. Snagged at Smith's Bar on Missouri River on March 10, 1845.

NORMANDIE

SW packet, wh b. Louisville, KY, 1843. 29 tons.

NORTH BEND

SW packet, wh b. Pittsburgh, PA, 1841. 120 tons. Stranded at Perthchire, MS in October 1846.

NORTH BEND

SW packet, wh b. Pittsburgh, PA, 1845. 150 tons. Off records in 1846.

NORTH QUEEN

SW packet, wh b. Wellsville, OH, 1842. 94 tons.

NOXUBEE

SW packet, wh b. Louisville, KY, 1842. 108 tons. Worn out in 1850.

OCEAN

SW packet, wh b. Algiers, LA, 1847. 454 tons.

OCEANA

SW packet, wh b. Cincinnati, OH, 1841. 190 tons. Off records in 1844.

OCTORAVA

SW packet, wh b. Connelsville, OH, 1841. 110 tons. Snagged at Bayou Plaquemine, LA in February 1843.

ODD FELLOW

SW packet, wh b. Smithland, KY, 1845. 97 tons. Stranded at Diamond Island, FL in December 1848.

OELLA

SW packet, wh b. Brownsville, PA, 1842. 51 tons.

OHIO

SW packet, wh b. Letart Falls, OH, 1841. 42 tons.

OHIO

SW packet, wh b. Pittsburgh, PA, 1841. 122 tons. Snagged at Arrow Rock, MO in October 1846.

OHIO

SW packet, wh b. Zanesville, OH, 1841. 44 tons.

OHIO

SW packet, wh b. Cincinnati, OH, 1847. 90 tons.

OHIO BELLE

SW packet, wh b. Cincinnati, OH, 1843. 310 tons.

OHIO MAID

SW packet, wh b. Pittsburgh, PA, 1843. 118 tons. Off records in 1846.

OHIO VALLEY

SW packet, wh b. Wheeling, 1841. 206 tons. Snagged at Ste. Genevieve, MO in November 1852.

OLITIPPA

SW packet, wh b. Griggsville, IL, 1846. 45 tons.

OLIVE

SW packet, wh b. Cincinnati, OH, 1843. 57 tons.

OLIVE BRANCH

SW packet, wh b. Pittsburgh, PA, 1843. 293 tons. Sank at Walnut Bend below Memphis in 1846.

OLIVER ANDERSON

SW packet, wh b. Louisville, KY, 1843. 141 tons. Burned above Madison, IN on May 10, 1846.

ONEIDA

SW packet, wh b. Cincinnati, OH, 1841. 140 tons. Burned at Letart Falls, OH in March 1842.

ONEOTA

SW packet, wh b. Elizabeth, PA, 1846. 37 tons.

OREGON

SW packet, wh b. Cincinnati, OH, 1841. 382 tons. OREGON left St. Louis, Capt. Gable, bound for New Orleans. She had gone only about 50 miles when she was snagged at the head of Turkey Island. She sank in eight feet of water, which left part of her guards above water. Cattle on board were cut loose and swam to shore. Of the 350 hogsheads of tobacco she carried, only 100 barrels on the main deck were saved. OREGON was a new boat and a strongly built vessel, but she was nevertheless a total loss. The sinking took place on June 13, 1841 with no loss of life.

ORELINE

SW packet, wh b. Franklin, LA, 1844. 61 tons. Sold to foreign buyer in 1848.

ORPHAN BOY

SW packet, wh b. Pittsburgh, PA, 1841. 169 tons.

ORPHEUS

SW packet, wh b. Pittsburgh, PA, 1841. 116 tons.

OSAGE BELLE

SW packet, wh b. Cincinnati, OH, 1841. 129 tons. Referred to in some references as OSAGE. Burned below Donaldsonville, LA on Yazoo River on March 21, 1844. 600 bales of cotton were lost, but fortunately there were no fatalities.

OSAGE VALLEY

SW packet, wh b. Cincinnati, OH, 1841. 166 tons. Stranded at St. Louis in October 1842.

OSPREY

SW packet, wh b. Pittsburgh, PA, 1842. 128 tons. Dismantled on Rock Island Rapids in 1847.

P. H. WHITE

SW packet, wh b. Cincinnati, OH, 1847. 51 tons.

PANAMA

SW packet, wh b. Brownsville, PA, 1842. 97 tons. Worn out.

PANOLA

SW packet, wh b. Cincinnati, OH, 1844. 120 tons. Lost in 1846 or 1848.

PANTHER

SW packet, wh b. Wheeling, 1841. 358 tons.

PASCAGOULA

SW packet, wh b. Jackson County, MS, 1847. 141 tons.

PATHFINDER

SW packet, wh b. Cincinnati, OH, 1841. 137 tons. The boat was under command of Capt. Moses in February 1845 and carried 1481 bales of cotton from plantations along Yazoo River. Between Grand Gulf and Rodney, the cargo caught fire. Flames grew so intense that the pilot and engineer left their stations. Crew began to push the cotton bales overboard, and some of them made their escape on these floating bales. Fortunately, the steamer WAVE arrived and carried survivors to Natchez. Seven lives were lost in the mishap.

PATRIOT

SW packet, wh b. Louisville, KY, 1843. 214 tons.

PATRIOT

SW packet, wh b. Louisville, KY, 1844. 220 tons. Off records in 1846. Possibly same vessel as previous listing.

PAUL PRY

SW packet, wh b. Cincinnati, OH, 1844. 135 tons.

PEARL RIVER

SW packet, wh b. 1844. 71 tons.

PENELOPE

SW packet, wh b. Pittsburgh, PA, 1842. 121 tons. Burned at Mobile, AL in October 1846.

PHOENIX

SW packet, wh b. Cincinnati, OH, 1841. 42 tons. Exploded boilers at New Orleans in May 1843.

PHOENIX

SW packet, wh b. Cincinnati, OH, 1846. 189 tons. Burned

at St. Louis in July 1849.

PICKAWAY

SW packet, wh b. Industry, PA, 1845. 115 tons.

PINEY WOODS

SW packet, wh b. Chickasha, MS, 1844. 79 tons.

PINK

SW packet, wh b. Freedom, PA, 1845. 34 tons. Off records in 1846.

PINTA

SW packet, wh b. Pittsburgh, PA, 1842. 59 tons.

PLANTER

SW packet, wh b. Cincinnati, OH, 1843. 119 tons. Snagged at Alexandria, LA in August 1845.

PLYMOUTH

SW packet, wh b. Pittsburgh, PA, 1844. 150 tons. Collided with LADY MADISON at Shawneetown, IL on October 26, 1845.

PONTCHARTRAIN

SW packet, wh b. Belleville, LA, 1848. 98 tons.

PORTER

SW packet, wh b. Cincinnati, OH, 1841. 100 tons.

POTOMAC

SW packet, wh b. Kanawha, VA, 1844. 198 tons. Stranded at Galveston, TX in July 1846.

POTOSI

SW packet, wh b. St. Louis, MO, 1842. 115 tons.

PUTNAM

SW packet, wh b. Zanesville, OH, 1845. 109 tons. Stranded at Little Tombigbee, AL in February 1848.

QUEEN OF THE SOUTH

SW packet, wh b. Pittsburgh, PA, 1841. 208 tons. Snagged at Island No. 34 in August 1842.

RADNOR

SW packet, wh b. Jeffersonville, IN, 1844. 163 tons. Snagged in July 1846.

RAINBOW

SW packet, wh b. Cincinnati, OH, 1842. 222 tons.

RAMBLER

SW packet, wh b. Pittsburgh, PA, 1842. 35 tons.

RAMBLER

SW packet, wh b. Pittsburgh, PA, 1845. 162(?) tons.

RAMBLER

SW packet, wh b. Rising Sun, IN, 1847. 93 tons. Sank at Black River, LA in October 1848.

RANGER

SW packet, wh b. Elizabethtown, PA, 1845. 27 tons.

REGINA HILL

SW packet, wh b. Freedom, PA, 1845. 137 tons.

REINDEER

SW packet, wh b. New Albany, IN, 1844. 162(?) tons. Off records after 1844.

REINDEER

SW packet, wh b. Louisville, KY, 1845. 177 tons. Snagged at Angola, MS in November 1845.

REPUBLIC

SW packet, wh b. Cincinnati, OH, 1842. 147 tons. Snagged at Lewisburg, AR in June 1846.

RESORT

SW packet, wh b. Elizabeth, PA, 1846. 75 tons.

RETURN

SW packet, wh b. Marietta, OH, 1848. 50 tons.

RICHARD CLAYTON

SW packet, wh b. Pittsburgh, PA, 1842. 108 tons. Sank in ice on the Ohio below Pittsburgh on January 4, 1846.

RICHMOND

SW packet, wh b. Cincinnati, OH, 1841. 93 tons.

ROB ROY

SW packet, wh b. Cincinnati, OH, 1845. 110 tons. Burned at New Orleans in May 1846.

ROBERT BURNS

SW packet, wh b. St. Louis, MO, 1848. 58 tons.

ROBERT T. LYTTLE

SW packet, wh b. Cincinnati, OH, 1842. 159 tons. Cost \$13,000. Lost in January 1845.

ROCK RIVER

SW packet, wh b. Rock Island, IL, 1841. 49 tons. Originally N. P. HAWKS. Off records in 1847.

ROCK RIVER

SW packet, wh b. St. Louis, MO, 1844. 53 tons.

RODOLPH

SW packet, wh b. Cincinnati, OH, 1844. 213 or 300 tons. Built by Burton Hazen.

ROLLA

SW packet, wh b. Cincinnati, OH, 1843. 67 tons. Snagged at Pine Bluff, AR in November 1845.

ROSALIE

SW packet, wh b. Cincinnati, OH, 1843. 300 tons. Built by Burton Hazen.

ROSE OF SHARON

SW packet, wh b. Pittsburgh, PA, 1843. 48 tons. Off records in 1846.

ROWENA

SW packet, wh b. Cincinnati, OH, 1842. 225 tons. Burned at Mobile, AL in March 1844.

RUBY

SW packet, wh b. New Albany, IN, 1843. 98 tons. Collided with RED ROVER at Ft. Stoddert, AL in March 1845.

SABINE

SW packet, wh b. Louisville, KY, 1843. 106 tons. Snagged at Rio Grande, TX in May 1847.

SAINT CHARLES

SW packet, wh b. Pittsburgh, PA, 1843. 290 tons. Exploded boilers at St. Louis in December 1844.

SAINT LOUIS

SW packet, wh b. Pittsburgh, PA, 1842. 387 tons.

SAINT PETERS

SW packet, wh b. St. Louis, MO, 1844. 163 tons. Burned at St. Louis in May 1849.

SAM WALKER

SW packet, wh b. Jeffersonville, IN, 1846. 126 tons. Burned at Memphis in June 1849.

SANTA FE

SW packet, wh b. West Wheeling, OH, 1846. 116 tons.

SARAH

SW packet, wh b. Pittsburgh, PA, 1843. 57 tons.

SARAH ANN

SW packet, wh b. Pittsburgh, PA, 1841. 162 tons. Off records in 1845.

SEA

SW packet, wh b. Cincinnati, OH, 1845. 320 tons.

SHEPHERDESS

SW packet, wh b. Ripley, OH, 1842. 133 tons. The steamer was near East St. Louis on January 4, 1844 when she struck a large snag. Her hull was badly damaged and water rose to the main deck in one or two minutes. Shortly after, it was up to the boiler deck. Drifting downstream a few hundred yards, she struck a second snag. After finally hitting the bank, her hull and cabin parted, the cabin floating away. At the time when the boat was first snagged, many of her passengers were in bed. A number of them climbed into the boat's yawl and, unable to find oars, rowed to shore using a broom. Capt. A. Howell of Covington, KY rang the roof bell to alert everyone of the impending sinking. When the boat lurched to one side, her chimneys and stay rods that supported them went over the side, carrying the captain into the river. In all, seventy aboard lost their lives, including Capt. Howell who left behind a wife and eleven children. The steamers HENRY BAY and ICELAND saved some of those in the water.

SHOAL WATER

SW packet, wh b. Louisville, KY, 1841. 244 tons.

SLIGO

SW packet, wh b. Pittsburgh, PA, 1844. 69 tons.

SOUTH WESTERN

SW packet, wh b. New Albany, IN, 1842. 202 tons.

SPARTAN

SW packet, wh b. Houts Run, OH, 1842. 111 tons. Cost \$6000. Off records in 1845.

SPARTAN

SW packet, wh b. Burch Creek, OH, 1844. 99 tons.

STAR

SW packet, wh b. Smithland, KY, 1841. 138 tons.

STAR

SW packet, wh b. Elizabethtown, PA, 1848. 54 tons.

STAR OF THE WEST

SW packet, wh b. Smithland, KY, 1842. 122 tons. In collision at Cairo, IL in January 1844.

STERLING

SW packet, wh b. Louisville, KY, 1848. 89 tons.

SULTANA NO. 2

SW packet, wh b. New Albany, IN, 1848. 132 tons.

SUN FLOWER

SW packet, wh b. Cincinnati, OH, 1841. 90 tons. Snagged at Trenton, OH in 1843.

SUNNY SOUTH

SW packet, wh b. Cincinnati, OH, 1847. 196 tons. Snagged at Mobile, AL in October 1855.

SURPRISE

SW packet, wh b. Wheeling, 1841. 132 tons.

SWALLOW

SW packet, wh b. Wheeling, 1847. 82 tons. Burned at Memphis in November 1850.

SWISS BOY

SW packet, wh b. ?, 1844. 121 tons. Worn out in 1844.

TALLEYRAND

SW packet, wh b. Cincinnati, OH, 1842. 324 tons.

TALMA NO. 2

SW packet, wh b. Louisville, KY, 1843. 366 tons. Snagged at New Madrid, MO in 1848.

TARTAR

SW packet, wh b. Pittsburgh, PA, 1841. 212 tons.

TENNESSEE VALLEY

SW packet, wh b. Cairo, IL, 1842. 495 tons. Snagged at Ste. Genevieve, MO in August 1843.

TEXAN

SW packet, wh b. Louisville, KY, 1848. 96 tons. Burned above Plaquemine, LA in March 1849.

THOMAS QUIRK

SW packet, wh b. New Orleans, LA, 1842. 74 tons. Worn out in 1846.

TIME & TIDE

SW packet, wh b. Louisville, KY, 1845. 119 tons. Snagged in October 1847.

TOBACCO

SW packet, wh b. Cincinnati, OH, 1842. 60 tons.

TOBACCO PLANT

SW packet, wh b. Pittsburgh, PA, 1843. 213 tons.

TOM METCALFE

SW packet, wh b. Jeffersonville, IN, 1842. 131 tons.

TWINS

SW packet, wh b. Louisville, KY, 1848. 77 tons.

TWO POLLYS

SW packet, wh b. Brownsville, PA, 1841. 16 tons.

U. S. MAIL

SW packet, wh b. Cincinnati, OH, 1841. 139 tons. Snagged at Chester, IL in September 1841.

UNCLE BEN

SW packet, wh b. Pittsburgh, PA, 1845. 106 tons.

URILDA

SW packet, wh b. Pittsburgh, PA, 1843. 78 tons.

VERMILLION

SW packet, wh b. New Albany, IN, 1841. 198 tons. Snagged in October 1844.

VICTRESS

SW packet, wh b. Ripley, OH (?), 1841. 190 tons.

VIGILANT

SW packet, wh b. Pittsburgh, PA, 1842. 90 tons.

VIOLA

SW packet, wh b. Brownsville, PA, 1843. 156 tons

VIRGINIAN

SW packet, wh b. Cincinnati, OH, 1841. 171 tons.

VIRGINIAN

SW packet, wh b. Cincinnati, OH, 1843. 149 tons.

WABASH

SW packet, wh b. Louisville, KY, 1841. 131 tons. Stranded at Fort Gaines, GA in December 1842.

WALNUT HILLS

SW packet, wh b. Cincinnati, OH, 1841. 198 tons.

WALTER FORWARD

SW packet, wh b. Pittsburgh, PA, 1845. 28 tons.

WARREN

SW packet, wh b. Pittsburgh, PA, 1841. 17 tons. Stranded at Pittsburgh in spring 1846.

WARSAW

SW packet, wh b. Boonville, MO, 1842. 65 tons. Snagged at St. Charles, MO in March 1846.

WASP

SW packet, wh b. Pittsburgh, PA, 1844. 49 tons.

WATER WITCH

SW packet, wh b. Thermus Landing, OH, 1842. 45 tons. Sank after striking a sandbar at Princeton, MS on lower Mississippi while en route to Pittsburgh in April 1844. Her passengers and crew were picked up by VERMILLION (see).

WAVE

SW packet, wh b. Louisville, KY, 1844. 78 tons. Stranded at St. James, LA in March 1849.

WAVE

SW packet, wh b. Green Landing, OH, 1844. 93 tons.

WAVE

SW packet, wh b. Elizabethtown, PA, 1848. 89 tons.

WAVERLY

SW packet, wh b. Houts Run, OH, 1841. 127 tons. Worn out in 1848.

WEST POINT

SW packet, wh b. Pittsburgh, PA, 1841. 125 tons.

WEST WHEELING

SW packet, wh b. Wheeling, 1843. 30 tons.

WEST WIND

SW packet, wh b. Pittsburgh, PA, 1842. 208 tons. Exploded a boiler near head of Louisville Canal in June 1842, scalding several deck passengers.

WESTERN

SW packet, wh b. Pittsburgh, PA, 1843. 209 tons. WESTERN was a new packet loaded with dry goods and headed up the Mississippi on March 20, 1844, when she was struck head on by ALIQUIPPA (see). She cut through WESTERN's hull nearly as far back as her boilers. Both boats stayed locked together for a time, allowing everyone on WESTERN except two children to transfer to ALIQUIPPA. The WESTERN sank shortly after.

WESTERN BELLE

SW packet, wh b. New Albany, IN, 1841. 138 tons.

WHITE WING

SW packet, wh b. Pittsburgh, PA, 1844. 100 tons. Off records in 1848.

WHITE WING

SW packet, wh b. St. Louis, MO, 1848. 88 tons.

WHITEVILLE

SW packet, wh b. Pittsburgh, PA, 1844. 102 tons.

WILLIAM BRADSTREET

SW packet, wh b. New Albany, IN, 1845. 247 tons. Snagged at Aberdeen, MS in March 1852.

WILLIAM NEWTON MERCER

SW packet, wh b. Savannah, TN, 1845. 123 tons.

WINDSOR

SW packet, wh b. Louisville, KY, 1845. 195 tons. Snagged in January 1846.

YAZOO


SW packet, wh b. Cincinnati, OH, 1842. 304 tons. Cost \$25,000.

YAZOO CITY

SW packet, wh b. Cincinnati, OH, 1843. 275 tons.

YAZOO PLANTER

SW packet, wh b. Cincinnati, OH, 1841. 82 tons.

The publication of this listing brings to a conclusion John White's careful and extensive effort at compiling an index of Western Rivers steamboats built in the four decades prior to those documented in Capt. Fred Way's Packet Directory. With as much qualified and cautious confidence as any such endeavor can elicit, both Jack and the REFLECTOR hope that this work will be a useful companion to Capt. Fred's monumental effort at indexing all post-1848 steamers on the Mississippi system. Of course, this list admittedly does not make any claim to be definitive, exhaustive, or without possible error, and any additions or corrections would be most welcomed and gratefully acknowledged. - Ed. 

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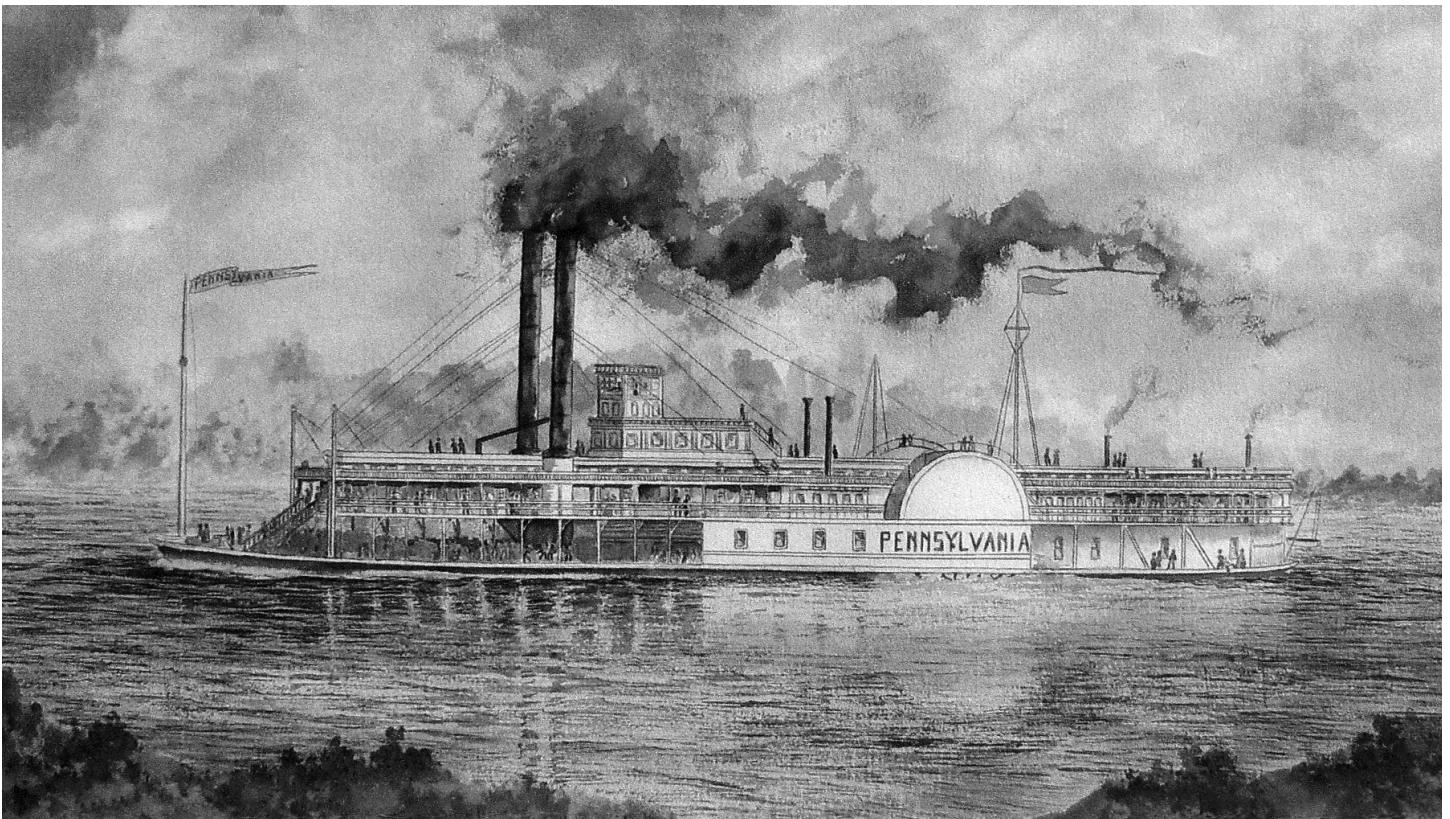
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Steamer PENNSYLVANIA, Mark Twain and Capt. John Klinefelter

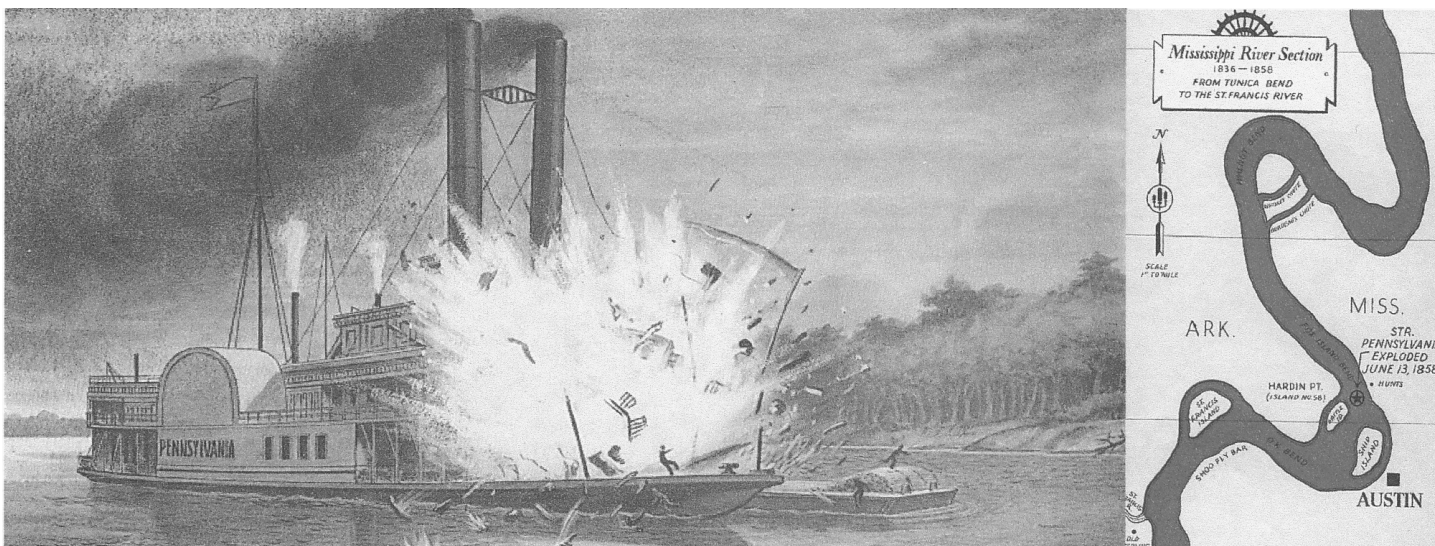
by John Panhorst

In June 1973, your author had the good fortune to meet Capt. Fred Way, Jr. I was doing family genealogy research which included my second great grandfather, an early steamboat captain, John Simpson Klinefelter, 1810-1885. One of Capt. Klinefelter's many boats was PENNSYLVANIA, made famous by Mark Twain in his *Life on the Mississippi*. Capt. Way stated: "I know of no photograph or drawing of the PENNSYLVANIA. But if you find a print of the PHILADELPHIA, you will have an exact likeness of the PENNSYLVANIA. They were sister packets built from the same plans one year apart at the Shousetown Yards (now Glenwillard, PA) on the Monongahela River." Several months later, arriving in the mail from Capt. Way was a black and white etching of PHILADELPHIA. From that drawing I commissioned Marian Bradford of Harrisburg, AR to paint the watercolor shown below.

For those not familiar with the PENNSYLVANIA explosion on June 13, 1858 near Helena, AR, we will relate an abbreviated version. Henry and Samuel Clemens were cub pilots aboard PENNSYLVANIA when she left St. Louis for New Orleans. The brothers got into a confrontation with the pilot William Brown and a scuffle ensued, at which time Sam Clemens struck the pilot. Capt. Klinefelter confronted the boys, and although he agreed with them that the pilot had instigated the fight, he needed a pilot for the return trip to St. Louis. Capt. Klinefelter said that Sam Clemens would be put ashore and then be put aboard the next boat north, after which he could resume his duties when PENNSYLVANIA returned to St. Louis. At that time pilot William Brown would be relieved of his duties. On the upbound trip, forty miles below Memphis after passing Helena, AR, the boat exploded her boilers, killing and maiming a number



1980 watercolor of Capt. Klinefelter's PENNSYLVANIA by Marion Bradford. Courtesy of John Panhorst, Prosperity, SC.

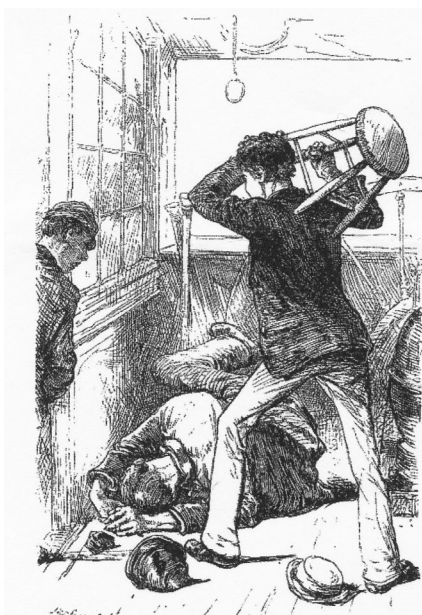


These drawings by Kenneth H. Dunshee appeared in the Spring 1960 issue of *News from Home*, quarterly publication of the Home Insurance Company. Site of the accident is marked by X on map at lower right above Ship Island near Austin, MS, about ten miles upriver from Helena (approx. Mile 675 LMR). Reproduction courtesy of John Panhorst.

of passengers, including Henry Clemens who was scalded. The boat came to rest near Austin, MS. Henry Clemens died a few days later in St. Louis.

In the drawings about the incident from *Life on the Mississippi*, the first illustration depicts Sam (Mark Twain) striking pilot Brown, while his brother Henry looks on. The second drawing shows Capt. Klinefelter reprimanding Sam after the fight, while the third pictures Capt. Klinefelter seconds after the boat blew up. Twain wrote, "The barber's chair, with Capt. Klinefelter in it and unhurt, was

left with its back overhanging vacancy, floor and all had disappeared; and the stupefied barber, who was also unhurt, stood with one toe projecting over space, still stirring his lather unconsciously and not saying a word." [Readers may wish to compare Capt. Klinefelter's experience with that of Capt. J. Emory Edgington aboard the SAM P. SUIT, as related by Capt. Doc Hawley on page 84 of our September 2014 issue - Ed.] Although Clemens wrote *Life on the Mississippi* as fiction and autobiography, chapters nineteen and twenty closely collaborate the accounts of the PENNSYLVANIA explosion.



"I hit Brown a good honest blow"



"So you have been fighting"



"A startled barber"

The three drawings reproduced here are from *Life on the Mississippi: The First English Printing* by Chatto and Windus, London, England. Reproduction courtesy of John Panhorst.

For an authoritative account of the accident, consult Edgar Marquess Branch's *Men Call Me Lucky: Mark Twain and the PENNSYLVANIA*, © 1985 by Miami University.

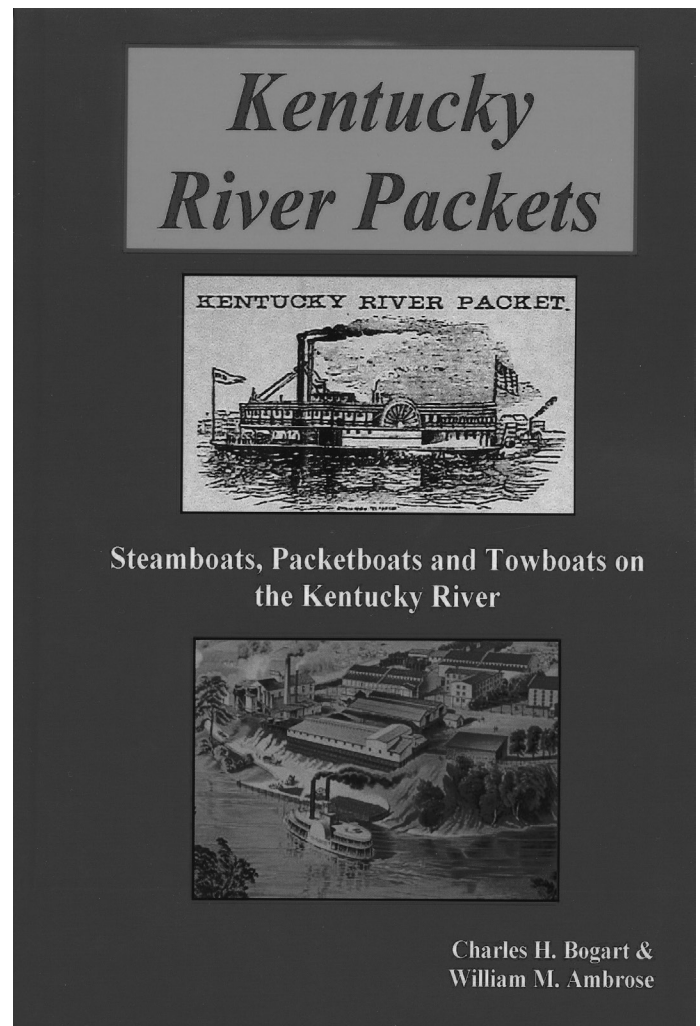
Capt. Klinefelter, along with his brothers, began their river careers keel boating on the Ohio out of Pittsburgh. During the course of his steamboat career he commanded or had a financial interest in TROUBADOR, ROANOKE, ROBERT EMMET, CASKET, ARABIAN, UTICA, MANHATTAN, HIBERNIA, HIBERNIA NO. 2, HAMBURGH, GOSSAMER, MESSENGER NO. 2, PENNSYLVANIA, GIPSY, LA CROSSE, GLADIATOR [see page 36 in March 2014 issue-Ed.] Capt. John Simpson Klinefelter retired from the river in 1863 and moved to Bunker Hill, IL. There he became president of Merchants and Farmers Savings, Loan and Trust Company. 🕒



Capt. John Klinefelter 1810-85. Courtesy John Panhorst.

New Book Review: *Kentucky River Packets* by Charles H. Bogart and William M. Ambrose

This new volume by S&D member Charles Bogart of Frankfort, KY and William Ambrose, life-long resident of Lexington, KY, does an outstanding job of documenting the story of steamboating on the Kentucky River. In twelve chapters, covering 232 pages with scores of B&W photos, the authors not only relate the stories of steamboats, packetboats, and towboats on the river, but also include a comprehensive listing of steamboat landings and towns, along with dozens of vintage newspaper ads, bills of lading, and the like. This book is a welcome addition to the library of those interested in river and steamboat history. Copies may be secured for \$25.00 plus \$4.00 shipping, by writing to: Mr. Charles Bogart, 201 Pin Oak Place, Frankfort, KY 40601-4250.



While compiling the history of IDLEWILD's Louisville years for the September 2014 issue, your editor puzzled over Capt. C. W. Stoll's photo of four officers lined up on the roof behind the pilothouse (that photo appears on bottom of page 30 in the BELLE Centennial number). Now just who were these men? At that same time, we were also searching for photos of Capt. John C. Wyckoff, her first master at Memphis, and Capt. James Phillips, master and part owner at St. Louis from 1928-46. Our efforts to locate an image for Capt. Wyckoff were unsuccessful, but Sean Visintainer at Pott Library in St. Louis, after digging through multiple issues of *The Waterways Journal* for us, surfaced the article and photo shown at right. Could it be? Yes, at closer inspection the man on far left in that roof photo is indeed the same person shown in this dining room photo snapped almost twenty years later! Likely IDs for the two officers standing next to Capt. Phillips were provided by Capt. Doc Hawley, based on known crew from the boat's summer seasons at Louisville in the 30s and 40s. Now, if one of our readers could only ID the fourth gentleman in that shot, whom we suspect was her pilot.

And while we're on the subject of lucky "finds," we share with you this photo mailed to the REFLECTOR by Cincinnati Tom McNamara. Tom notes that his father captured this image of the ISLAND QUEEN at the city front, probably taken in 1945, with LST 391 landed alongside. So, can any of our Queen City subscribers help fill in some details for this rather intriguing shot? 🕒

Capt. Jim Phillips' Model of the Belle of Calhoun



CAPT. JAMES PHILLIPS, right, of St. Louis, is justly proud of his new, electrically operated and lighted model of the packet Belle of Calhoun which, built in 1895 in St. Louis, burned in 1930 while in winter quarters in Alton Slough near St. Louis. Mrs. Phillips is shown, with her husband, at the left. The picture was taken in the dining room of the Phillips residence in St. Louis.

Although the model must be seen properly to be appreciated, it may be pointed out to those who remember the Belle of Calhoun that, while a good looking boat, she did not have as much sheer as the average packet. In other words the model, for which the materials alone cost more than \$500, is true to the subject. The real Belle of Calhoun was 180.9 by 36.4 by 4.7 feet and the model is 1/4 inch to the foot.

The sternwheel is revolved by a tiny

electric motor and the electrically lighted cabin is finished even to the fancy carlins in the ceiling. Perhaps the most ingenious feature conceived by Capt. Phillips was the planking on the main deck. He drew off the planking with faint pencil lines. Then he varnished the deck. With anyone not posted on how it was done it would be easy to win a bet that the planks are separate and not a single piece of wood.

In 1899 the name of the Belle of Calhoun was changed to Julia after which she ran for some time between Memphis and New Orleans opposite the Dewey which had originally been the second Kate Adams. But by 1905 she was again named Belle of Calhoun and was back in her original trade between St. Louis and the only county in Illinois that has never had a railroad, Calhoun. In that trade Capt. Phillips was her master for many years.



William Simpson: The Man Who Built the DELTA QUEEN and DELTA KING

by Ken Simpson

Lee Woodruff handed a packet to your editor at our last S&D Meeting with the comment that perhaps its contents would be of use to the REFLECTOR, and could we follow up on this. Inside were the following photos and story, which we suspect are of great interest to our readers. Along with the contents came a request from its author: "I'm looking for any information on my grandfather, William Simpson, or the crew that built the DELTA QUEEN and KING. I have the basic facts, but specifics about the building or pictures would also be relevant to my interests." We are fairly certain that Mr. Simpson has already contacted Stan Garvey in California, but the assistance of our own DQ historians in S&D is hereby requested. You can contact Ken as follows:

Ken Simpson
3005 SE Balboa Drive
Vancouver, WA 98683
Tel: 360-892-8808
get2pen@msn.com

My grandfather was a small man of 5 feet 4 inches with a strong physical makeup. According to family lore, he was an accomplished amateur boxer. Grandpa William spoke with a pleasant sounding Scottish brogue and his eyes would always light up in the presence of my father.

William Simpson was John Jr. and Jane Vickers Simpson's third child. His original birth certificate reads: "Name and surname - William Simpson; When and where born - 10th July 1880 at 104 Upper Craigs Stirling, Scotland; Name and profession of father - John Simpson Jr., carpet weaver journeyman; Mother's maiden surname - Vickers; Date and place of parent's marriage - 1875 Aug. 27th, Cockpen and Carrington Parish Church." Over the next fifteen years, William would live with his parents and a growing number of siblings at upper Craigs Street. His childhood home was in the shadow of the famous Stirling Castle. Records show William graduated from the High School of Stirling, located five blocks northwest of the Simpson's residence.



In 1896, William moved with his family to Paisley, Scotland. The 1901 census has him living with parents and nine siblings on Greenock Street and working as a ship's carpenter. Greenock Street ran north from Paisley towards the Glasgow Shipyards. During this time, William met Jeanie Watson who lived around the corner from the Simpson home.

In June 1909, William traveled from Glasgow to Boston, MA on S.S. LAURENTIAN. The Boston shipyards had an overflow of work and were looking for skilled workers. But missing Jeanie, William moved back home in 1911 and was living with his younger brother George. On 2 January, 1912, William Simpson and Jeanie Watson were married at Jeanie's Douglas Street home. The newlyweds' first born children were twins. But sadly, they died as infants. William and Jeanie's third child was born in 1917 and named George after Williams' best friend and younger brother.

By 1918, William Simpson had attained the title of Shipwright at the nearby famous Clyde River Shipyards. But after World War I, working in the shipyards was no bed of roses. Scotland suffered a steady economic decline with very high unemployment. The most skilled craftsmen, like shipwrights, were especially hard hit because there

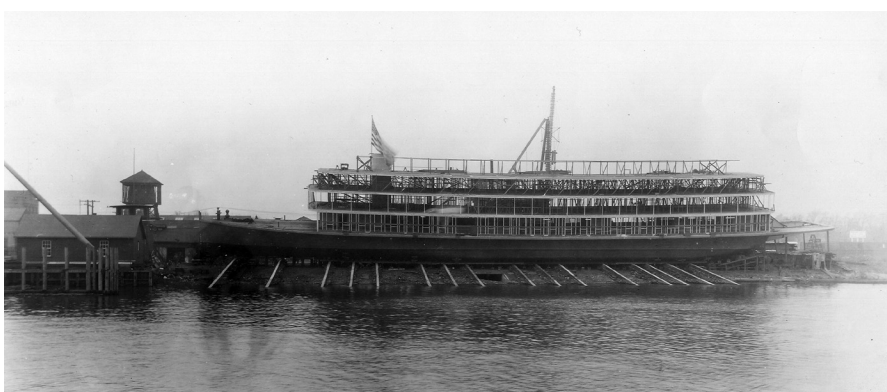
were few alternative uses for specialized skills. The cost of living went up, while shipyard wages remained static, and bitterness spilled over into angry protests. The government rushed troops and tanks to Glasgow. Seeking a better life for his family, William decided to move his wife and 6-year old son to Oakland, CA where the Boston company he had worked for was now building ships.

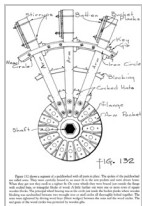
On 31 March 1923, the Simpson family departed from Glasgow on the S.S. COLUMBIA and arrived in Boston, MA on 9 April. Their first stop was at the yellow brick immigration station on Marginal Street, often referred to as Boston's Ellis Island. After clearing the immigration inspection, William, Jeanie and little George traveled by train to Oakland, CA. Over the next six years, William was able to find work as a shipwright. In 1925 and 1926, William supervised a crew of over forty who built twin 285-foot long paddlewheel riverboats, DELTA KING and DELTA QUEEN.

William Simpson and the crew he supervised in building DELTA QUEEN and DELTA KING at the Shipyard of California Navigation and Improvement Company in Stockton, CA on the San Joaquin River, 1926. The C.N.I. Company was controlled by the California Transportation Co. This group of craftsmen were responsible for all the upper works so expertly crafted in wood, stained glass, brass, etc. William is standing in the back row on the far left, wearing a round brim hat. Work began first on DK, December 28, 1924, and she was launched on May 9, 1925, framed only to the main deck level. The launching ways were then prepared for the DQ, whose keel was laid on May 18, with her launch following seven months later on December 12. This shipyard photo was snapped after both boats had been completed almost a year later, with the DQ in foreground and her sister in the distance. The bottom photo pictures DQ on the ways on the day of her launch. Unlike her sister, she was framed all the way up to the texas deck. Capt. Fred Way in The Saga of the DELTA QUEEN comments about the boats' construction: "Upper cabins were built complete by American shipbuilders, four decks high, largely of oak, teak, mahogany and Oregon cedar, representing the largest investment ever poured into river sternwheelers, costing \$875,000 each."

Shipwright William virtually had no permanent job as employment was dependent on contracts to build specific vessels. So shortly after acquiring his Certificate of Citizenship on 2 June, 1930, William landed a job working for the U. S. Post Office in Oakland, where he worked for twelve years. During World War II and with leave from the Post Office, William became a shipbuilding inspector for the U.S. government. He participated in shakedown cruises performed before a ship entered service.

William never returned to the Post Office and retired when son George arrived home from the service in the South Pacific. Jeanie Simpson passed away on 12 April, 1948. By 1950, William had moved in with his son's family, and then moved to a specialized care facility several years later. William passed away on 12 July, 1956. His son eventually became vice president of a well-known life insurance company, fulfilling William Simpson's 1923 vision of the American Dream. 🕒





Small Stacks

Steamboat Lettering (Part 2)

by John Fryant
with Alan Bates

In the June 2014 REFLECTOR I covered the type of lettering used on engine room bulkheads and side paddlewheel housings. Names and home ports were also found on other parts of the boats, namely pilothouses, stern bulkheads, hulls and destination boards. In his article on steamboat lettering in the Spring 1956 issue of *Ships and the Sea* magazine, Alan Bates had the following comments about that: "Another prominent sign on sternwheel towboats was placed on the stern bulkhead. At the top in large letters was the boat's name. Below that in smaller letters was the name of her port of registry. This sign was usually white letters on a black background" (see KONGO - photo 1.) These signs are much easier to make nowadays than they were when Alan wrote this, due to the availability of cut vinyl rub-on letters or decal alphabets in almost any size desired.

Pilothouse name boards were found on the front, sides and sometimes the rear bulkheads of that structure. Alan advised modelers to make these signs eight to ten times larger than required and have them reduced photographically to scale. Then the negatives that were made to scale could be painted yellow on the backsides. Thus the letters would show up as yellow on a black background. This step is also much easier today, again because of the availability of rub-on vinyl or decal letters. The same could also be said for the three arched destination signs at the head of the packet boat's main stairway. The boat's name was on the center arch with the names of her usual destination ports on the two side arches.

There were always exceptions to the rule. For example, the pilothouse name boards on the USE workboat CHICOT were painted on larger boards with the same type of drop shaded letters as used on the engine room bulkheads (see photo 2.) For availability of the above-mentioned rub

on letters or decal alphabets check with a good model railroad hobby shop or craft store such as Michaels or Hobby Lobby. One of the largest ship model suppliers, Loyalhanna Dockyard, www.loyalhannadockyard.com has cut vinyl lettering for models in many sizes and colors. They also carry many sizes of numbers, flags and other nautical symbols.

Some of the fanciest lettering ever applied to steamboat bulkheads was that used on the big Anchor Line sidewheel packets of the late nineteenth century (see photo 3.) And what colors were these letters? Good question. The darkness of the main body of each letter could have been red or black, as both these colors show up as black in old photos. As for the fancy curlicues and shading on each letter, your guess is as good as mine. In studying photos of these old Anchor Line boats, there are slight variations in the shapes of the letters on each of the boats, but they were all basically the same style.

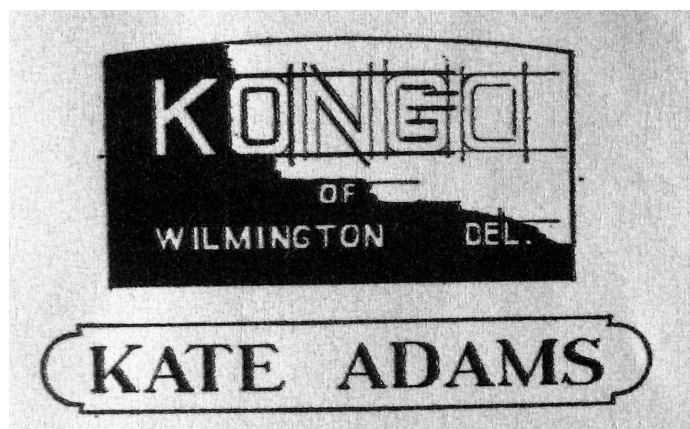
This style of fancy letters has made its way into the 21st century. The names painted on the BELLE OF LOUISVILLE were inspired by those on the old Anchor Liners. Doc Hawley told me that he had a hand in the selection of the lettering style, but that he had not actually done the painting (see photo 4.)

Your columnist has had some experience with applying old-time letters to full-size riverboat bulkheads. Over on the Potomac River in Alexandria, VA there is a little 80-foot long sternwheeler named CHERRY BLOSSOM. A handsome boat, she is used exclusively for charters. While living there, I had the opportunity to paint her name on the engine room and stern bulkheads. In the interest of authenticity, the lettering was done directly on the bulkheads with sign painter's enamel. The artist even appeared in a picture in a local paper on one occasion (photo 5.) In 1977 I also had the distinct privilege of painting the lettering "SANGAMON PACKET COMPANY" on the three arched signboards on the head of the JULIA BELLE SWAIN. Unfortunately those didn't last very long, as shortly thereafter she was used in a movie and the lettering job was painted over.

Having had experience doing lettering for both models and full size riverboats, my hat is off to

the old-time sign artists who did those big shaded letters - especially to the sign painter who had to paint the name JULIUS FLEISCHMANN in great big letters on both engine room bulkheads of that towboat.

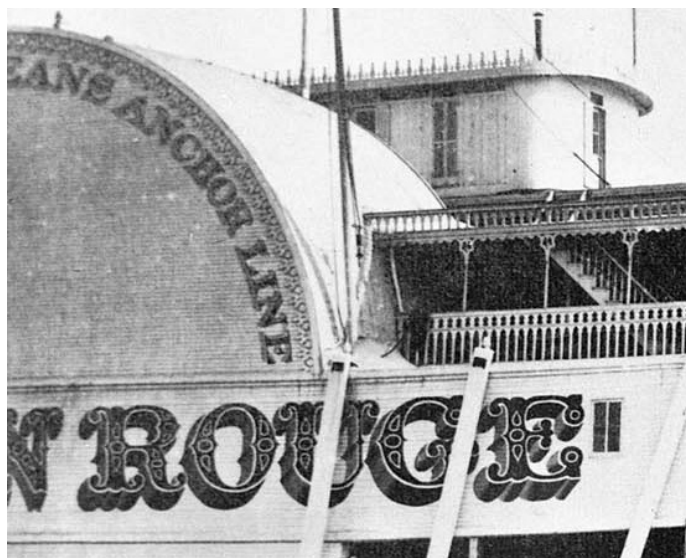
While completing this March Small Stacks column, I recalled a promise to include some spectacular model photos in this issue. Unfortunately, there's no room left this time - so stay tuned for the June issue!



1. Alan's sketch for lettering stern bulkhead on towboats.



2. Pilothouse nameboard on U. S. Engineer's CHICOT.



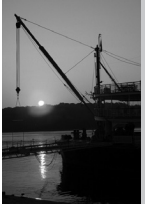
3. Elegant lettering on paddlewheel housing of Anchor Line's CITY OF BATON ROUGE.



4. Lettering on BELLE OF LOUISVILLE during her first years at the Falls City. Her present day lettering is in the tradition of Anchor Line's lettering artists.



5. John lettering nameboard on CHERRY BLOSSOM. Photos 1, 2 and 5 courtesy of John Fryant; Photos 3 and 4 from Murphy Library, UW-La Crosse. Letters on JS DELUXE pilothouse nameboard shown at left, were cut out and outlined with lightbulbs. Photo from Murphy Library, UW-La Crosse.



Final Crossings

Robert Andrew Lodder, Sr.

Robert (Bob) Lodder, 94, passed away January 17, 2015 in Cincinnati. He is survived by his children Linda, Robert Jr. and LeeAnn, and by three grandchildren. Robert was born May 30, 1920, graduated from Withrow High School, and attended Miami University in Oxford, OH and the University of Cincinnati where he studied mechanical engineering. He served in the U.S. Army Air Corps in World War II in the American and Asiatic Pacific theaters. After the War, Bob attended the Archer School of Photography in San Francisco, where he studied with Ansel Adams and other photographic innovators of the day. In 1950 he opened Lodder Photography in Pleasant Ridge, the first commercial and portrait photography business in Cincinnati. Over the next forty years, he made portraits and photographed thousands of Cincinnati families, and provided commercial photography services to clients that included Ford Motor Company and Totes Isotoner. He built his first kayak at the age of 14 from a kit he bought out of a scouting magazine, and continued kayaking well into his 80s. Bob was active in S&D, an organization co-founded by his father Andy in 1939. He was also a biker and celebrated his 80th birthday by biking 200 miles across the state of New York. Bob's energy, creativity and sense of humor will be missed by his circle of family and friends. A memorial service was held at Pleasant Ridge Presbyterian Church on January 27.

Dale Flick sends along some memories of Bob: "Ages ago I was invited to visit Bob's studio out on Montgomery Road for a little party and to view a number of the fine Lodder movies that his father Andy had taken - and there were tons. Many to most were old Greene Line boats, Greene family, and river views of Cincinnati. The files of Lodder black and white photos were fascinating. I think Bob even brought a big clutch of photos to sell dirt cheap or give away at past S&D meetings. His dad was close to the Greene family, and pretty much the

official photographer for Greene Line. When their wharfboat was sold and the office moved up town here, I inherited two steel cases of 35 mm slides and other photos the company used in their publicity for GORDON C. GREENE and later DELTA QUEEN. Several sets of slides show the DQ when she first arrived here from Dravo, showing the pristine engines, pilothouse, and interior shots."



Our thanks go out to Dale Flick for sharing his remembrances of Bob and of the Lodder family photography business and its association with Greene Line. We are also indebted to Dale for forwarding Bob's obituary notice in the Cincinnati Enquirer.

Reflections from Our Readers: continued from page 2

Dick Rutter writes: "Your two-installment series by Capt. Don Sanders about his days on the AVALON has made some highly enjoyable reading. Capt. Sanders' writing is a refreshing, and I believe accurate, look back at life on the rivers at the end of the steamboat era. His comments regarding Boone Weaver and his skiffs were of interest, as my brother Fred and I were out on the river rowing Weaver Skiffs at the same time Don was.

The design of a Weaver Skiff had, however, become a compromise by the 1950s. By the 1950s, Weavers had wider, flatter, and more vertical transoms to better support and accommodate outboard motors, which were in general use by both commercial and private owners. These wider and flatter transoms made Weavers much safer and more stable when outfitted with an outboard, but the changes in the lines at the stern hurt their manual rowing qualities.

Check out attached photo taken in Marietta, OH, during the 1913 Flood. Note the flare of the gunwales



1913 Flood photograph courtesy of Dick Rutter.

and the rake of the transom on the skiff in the foreground. This is old skiff design, and you can see how hanging a fairly heavy outboard motor, and then sitting back there in the stern, makes a mighty tippy proposition. That's why the later Weaver designs were much fuller and less raked in the stern.

By contrast, Bell Brothers Yawls, then leaving the scene, had much narrower and much more flared and raked transoms, and while they accommodated a skulling oar, they did not accommodate the mounting and operation of an outboard motor nearly so well. Bell Yawls were comparatively "tippy", but they were excellent rowing yawls, and would move right along with one good pull of the oars.

By today's standards, both rowboat designs were physically large and heavy, easily many hundreds of pounds heavier than a modern rowboat design, but they would last a long time, and they would take a beating. Once you got all that weight moving, they possessed a lot of momentum, which resisted stiff winds and currents quite well. They'd go where you pointed them.

By the time the LADY GRACE's hull was built in 1956, Boone Weaver was having a hard time obtaining white oak planks of adequate size and quality, so he started substituting cypress for the planking. Cypress makes good boats, so the construction quality was still very high. But, by the mid to late 60s, the supply of good cypress planking was giving out, and his later boats, which incorporated mahogany and plywood in their construction, were not nearly as good in their structural strength or useful length of life.

Today, the Fine Arts of making a good traditional Skiff, Yawl, or Johnboat, are extinct — along with the materials used to make them. You won't find "good skiff lumber" — or the proper galvanized boat nails, for that matter — at your local Home Depot!

Thanks for publishing Capt. Sanders' memories. A Navy "Bravo Zulu" to you both!"

🍷 Dick has our gratitude for his on-the-spot evaluation of the merits of Weaver Skiffs and their contemporaries, apparently the Cadillacs of rowboats. Alas, at the time of which Dick speaks, your pre-pubescent editor was aimlessly putzing around in his grandfather's scow bow fishing boat in Pool 12 over at the sandbar opposite City Island in Dubuque. A decade-and-a-half later, your editor, by then Lord High Watchman on the tourist steamer DELTA QUEEN and accompanied by his watchman partner in crime, Leonard Wyrobnik, furiously churned away at the oarlocks of the DQ's aluminum rescue boat during a layover in Cincinnati. We were engaged in a desperate effort to escape the cascade of water pouring into the boat after we haphazardly maneuvered beneath the steamer's condenser exhaust on the port side of the hull. Neither of us could get the danged thing to go where we wanted it to!

Jeff Spear writes: "Bill Reynolds will email you a photo of a William Reed painting of ZANETTA that we accepted for S&D. Mrs. Bernice Hull of Tampa, FL is the donor, and she is a cousin of Mr. Reed and wanted us to have it. We also have some S&D 75th Anniversary champagne flutes left at \$10 each shipped. SNYDER came home safe and sound. Spent part of last Monday walking around and looking, and saw nothing out of order."

Back Cover

The Lee Line logo displayed here is from an advertising postcard dated around 1905/06. Streckfus Steamers also used a somewhat similar logo, but with a single pilot at the wheel overlaid with the lettering "Streckfus Steamers."

Image courtesy of James R. Lee Sr. from his website leelinesteamers.com

