

S & D

REFLECTOR

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of Pioneer Rivermen



Vol. 52, No. 2

Marietta, Ohio

June 2015

Capt. James Lee & Lee Line Steamers - Part 2

Stephen Collins Foster, Steamboat Agent

Str. NATCHEZ Celebrates Forty Years

DELTA QUEEN at Houma



Front Cover

The first JAMES LEE pictured at Memphis. Built at Sewickley in 1879 and completed at Pittsburgh, she was powered by engines from the earlier Lee Line packet PHIL ALLIN, 22's with 7 foot stroke turning wheels 29-foot diameter by 15 feet. Her hull stuck on the ways at launching and twisted, and so Maj. John D. Adams sold her to Capt. James Lee Sr. of Memphis. She measured 241 x 34 x 7.5, with steam supplied by four boilers with six flues each. Ran in Lee Line service continuously until badly burned in October 3, 1883 fire. She was rebuilt and resumed service until circa 1894. Part Two of Lee Line's history begins on page 8. *Photo from Murphy Library, University of Wisconsin -La Crosse.*

to provide fodder for our future issues. Capt. Bill was also given assurances that this editor, for one, would certainly not dispute his accounting of the event pictured in the March issue. After all, *he was there*. Bill will be interested in reading the response of another young 'un who also saw the LST, and we happily follow up with Dale Flick's recollection along with his sleuthing out the details of LST 391. Read on.

Dale Flick writes: "My eyes bugged when I saw the photo of the last ISLAND QUEEN with U.S. Navy LST 391 'probably taken in 1945 ... help fill in some details for this intriguing shot.' I remember LST 391 as a small kid at that time visiting aboard with my father. Dad was on leave from the Navy and still in uniform with the U.S. Naval Reserve here in Cincinnati. He got a call to come down to the landing in uniform to assist with the open house, so Mom got me dressed and down we went. Dad, by habit, boosted me up on his shoulders and we went up the steel gangway from the landing to the LST. I remember that infernal Navy grey color paint along with the noise of what I now know to be generators. There were officers and enlisted crew standing talking to Dad in their Navy blues — which would indicate cooler weather. Dad did yank me to the upper deck with many locals lined up to file on for a visit. Looking back now, I do vaguely recall a 'big boat' landed there with two tall stacks. If timing is right, then that boat was indeed the ISLAND QUEEN which I would later ride until September 1947. Strange what the REFLECTOR elicits."

🔦 Those memories awakened from 70 years ago triggered two follow-up emails from Dale as he indefatigably tracked down more about LST 391.



The picture that started it all. Reflections continued on page 6.

Reflections from Our Readers



Capt. Bill Judd writes: "Hope does spring eternal. Imagine a diesel towboat as the REFLECTOR cover girl. As to the cover photo, the vessel across the river is the Newport Yacht Club. Owned by Helen Puliso [Helen Peluso Enzweiler — ed.] It was a real 'hot spot' when Newport was known as Sin City. Also in that photo is a large yacht with the one and only profile of the Huckins 'Fairform Flyer' powerboat. It was the only Huckins ever in Cincinnati and belonged to William Cody Kelly II whose family owned W. C. Kelly Barge Line. The barge line is a whole story in itself.

The photo on page 25 is about the War effort. LST 391 was traveling to river towns with a great display about the War in the Pacific. The main deck interior deck was done up in palm trees and jungle growth to give the touring people the feel like you were on Guadalcanal, etc. The idea was to sell War Bonds. I was there, just a teenager, but duly impressed. Now everybody can say that I'm wrong."

🔦 Ah yes, one never knows what might show up on these covers. In fact, an open invitation was extended to all our loyal Diesel towboating fans

76th ANNUAL S&D MEETING

You are cordially invited to attend S&D's 76th Annual Meeting on Friday and Saturday, September 18-19, 2015 with headquarters at the Lafayette Hotel in Marietta, OH. Friday evening's Meet and Greet Session begins at 8:00 p.m. at Ohio River Museum, where you may visit both ORM and the W. P. SNYDER, JR. Light refreshments will be served.

Saturday's Annual Business Meeting begins promptly at 9:00 a.m. in the Lafayette's Ballroom. Updates on various organizations within S&D and of its affiliated groups, new business, and election of officers and new Board of Governors members are on the agenda.

A narrated luncheon cruise on the VALLEY GEM departs from under the Washington St. Bridge at noon. Tickets are \$29 and must be purchased by 10 am Saturday from Treasurer Dale Flick.

Saturday's Banquet is served in the Ballroom beginning at 6:00 p.m. with choice of entree: prime rib (\$27), salmon (\$28) or lemon chicken (\$22). Meal includes roll, salad, potato, vegetable, dessert, and coffee or tea. Make dinner reservations in advance at 800-331-9336 or 740-373-5522. Our guest speaker will be Tom Dunn, BOG member and long associated with Streckfus Steamers and Gateway Arch Cruises in St. Louis. Tom will share his many adventures in the excursion business. Mark your calendar now and join us for a boatload of good times!

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Thinking about submitting to the REFLECTOR?

Please follow these guidelines:

Articles

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

Features

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

Images

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

Send to the Editor as an e-mail attachment

"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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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.

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

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Getting Posted Up

Welcome News
and a Word of Thanks

The March and June issues of the REFLECTOR report welcome and long-awaited news for river and steamboat fans with renovation efforts underway on the steamers JULIA BELLE SWAIN and DELTA QUEEN. Although the circumstances and obstacles to be overcome in returning each vessel to passenger service differ, and the trade in which each sternwheeler will serve is unique to that boat, the indisputable fact is that work has at last commenced to restore these vessels to ply the trade in which they were previously engaged after nearly a seven year hiatus. This issue also documents the fortieth anniversary of the excursion steamer NATCHEZ in New Orleans, while over on the Ohio River the venerable BELLE OF LOUISVILLE has begun her second century of operation.

Close to home in Marietta, the W. P. SNYDER, JR., newly renovated from hull to pilothouse and looking her finest since her arrival on the Muskingum, has already begun welcoming this year's crowd of visitors as the premier example of a Pittsburgh pool towboat. All of this is by way of reporting that the state of steamboating in this country appears to be improving and offers some grounds for optimism as we look to the future. Of course, it is always wise to be cautiously optimistic, but some positive signs are there nonetheless. While on the subject of the SNYDER, it is most fitting to recall that our gathering aboard the boat during S&D weekend will nearly coincide with her arrival at Marietta sixty years ago on September 16, 1955, when Capt. Tom Kenny rang off her engines for the last time.

In addition to the fine articles and features submitted by our faithful readers, we are especially delighted to publish several "reflections" on a photo which appeared in our last issue. The commentary and recollections surfaced by that shot of LST 391 landed alongside the ISLAND QUEEN mirrors the lively discussions so often prompted by Capt. Fred Way with items that he shared in these volumes. Your editor is doubly pleased that readers continue

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to submit material for possible publication, and that the pages of this magazine still serve as a forum for interaction and comment among the subscribers to the REFLECTOR. In an age of instant electronic media, your support of and correspondence with this magazine help to assure its future both as a journal and a forum for its members and readers. 



Meet Our Contributors

James Lee Sr. (*The Lee Line: Part Two*, p. 8) made his initial appearance in the REFLECTOR in our March 2015 issue with Part One of his family's legendary steamboat history at Memphis. Jim continues his research and reports that he is most pleased to be able to share this story with all our readers.

Dale Flick (*Stephen Collins Foster: Steamboat Agent*, p. 18) is well known to all S&Ders as our dedicated and most able treasurer. However, Dale's talents are not limited to the business realm, as he graciously provides close and inside looks at many aspects of steamboating, including this rare view of composer Stephen Foster's brief career as steamboat agent.

Kenita and Steve Nicoulin Jr. (*Steamer NATCHEZ Celebrates 40 Years*, p. 24) are residents of New Orleans. Kenita August Nicoulin is an English Language Arts teacher at Franklinton High School in Franklinton, LA. She is the dutiful wife of Capt. Steven Nicoulin and daughter-in-law of Capt. Steve Nicoulin. While she may not be employed by the NATCHEZ, its crew has become a part of her family and her heart.

When given the opportunity to scribe this recollection, she happily obliged as a tribute to the wonderful, hard-working men and women of the NATCHEZ. Capt. Steven and Kenita enjoy showing their son Kellen the majesty of the river aboard the NATCHEZ and cannot wait to share the same experience with their new daughter Ava.

Judy Patsch (*DELTA QUEEN at Houma*, p. 28) put in her first "official" stint as author in recent years with her two-part history of the Streckfus Steamboat family and their excursion fleet in December 2010 and March 2011. Not only has Rock Island's number one steamboat historian and aficionado regularly posted "Live from the Levee" reports on steamboats.org's message board, but she gives us a long-awaited look at the DELTA QUEEN live from her new temporary home in Houma, LA.

Sharon Cunningham (*150th Anniversary of SULTANA Disaster Remembered*, p. 34) resides in Samburg, TN on historic Reelfoot Lake. Her first contact with a steamboat was a 1958 Hickman, KY to Cairo, IL Moonlite with her parents on the AVALON. Capt. Doc Hawley was undoubtedly on that excursion!

Sharon became a real fan of Inland Rivers steamboating in 1988 when she first attended Cincinnati's Tall Stacks with several members of the National Muzzle Loading Rifle Association from Friendship, IN. She was Publications Director and Editor of the association's membership magazine, *Muzzle Blasts* at that time.

For fifteen years prior to moving to Indiana, Sharon had been editor of Pioneer Press, Union City, TN's Dixie Gun Works' book/magazine publishing company. She returned to Dixie to direct the company's Public Relations/Marketing division, before once again editing books for Pioneer Press.

Born in Michigan, Sharon confesses to being a dyed-in-the-wood Tennessean. She grew up there on the banks of Reelfoot Lake, left for about 45 years, retired, and returned to live in the old homeplace to freelance edit/research/write on steamboats and the Old West, or anything that strikes her as interesting.

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Reflections from Our Readers continued from page 2.

Dale Flick writes: "I rummaged around and am probably giving you more than you ever wanted for whatever need you have. USS LST 391 was a tank landing ship laid down July 14, 1942 at Newport News Shipbuilding and Drydock Co. and commissioned December 3, 1942. She was



LST 391, renamed USS BOWMAN COUNTY in 1955.

assigned to the European Theater participating in the Sicilian occupation and Salerno landings in 1943 and the Normandy invasion of June 1944. She was renamed USS BOWMAN COUNTY LST 391 in July 1955 and transferred to Greece in May 1960 for the Hellenic Navy, renamed RODOS L-157. Her final disposition is unknown.

Her specifications were: 4,080 long tons; draft at bow 2'4" and draft at stern 7'6". Speed was 12 knots. She carried 14-16 officers and 104-120 enlisted men. Length was 328 feet and beam was 50 feet.

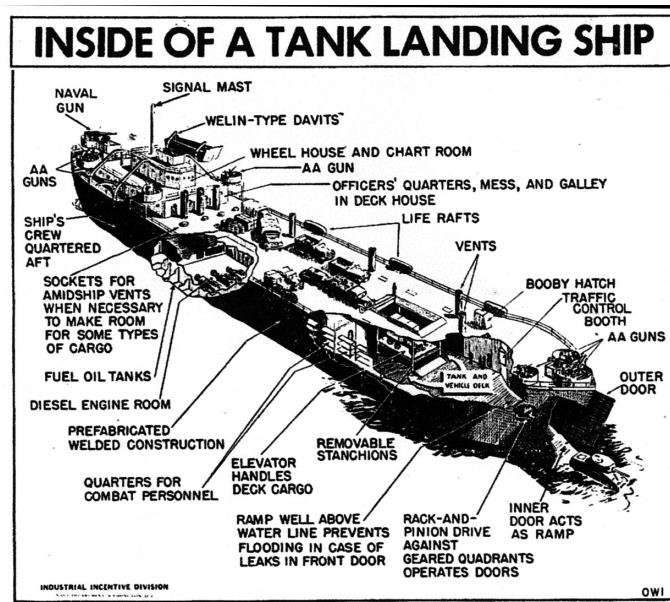
Well, whatever — it was fun seeing the photo with those long-ago memories flooding my mind, some more vivid than others. In another year or so I had even more vivid memories and mental pictures riding the last ISLAND QUEEN."

🔦 Bill and Dale weren't the only ones to weigh in. Tom McNamara, sender of the original photo, soon followed up with the following.

Tom McNamara writes: "Looking for info on the IQ/LST photo, I referred to my river Bible, *The Cincinnati Street Railway News*. Yeah, I know that's weird. I found nothing about that photo, but did find this about LSTs passing here (Cincinnati) regularly. So I'll keep nosing around for more about it."

🔦 An article in the May-June 1944 *Railway News* reported: "Landing craft of this type carry tanks, trucks, and jeeps as well as men. They are made at three different points along the Ohio

River above Cincinnati and every day one or two passes here on its way down the river to the Mississippi and on to the sea. Street Railway men were undoubtedly running craft of this type on D-Day. This is an LST — Landing Ship Tanks. William Beckett of Twelfth Street in Cincinnati, is a Fireman First Class on one type of Landing Ship — possibly this kind. In his latest letter from the British Isles he promised to 'go and get them' very soon. There is every reason to believe he did." Included with Tom's article was a newsletter diagram showing the layout of a typical LST.



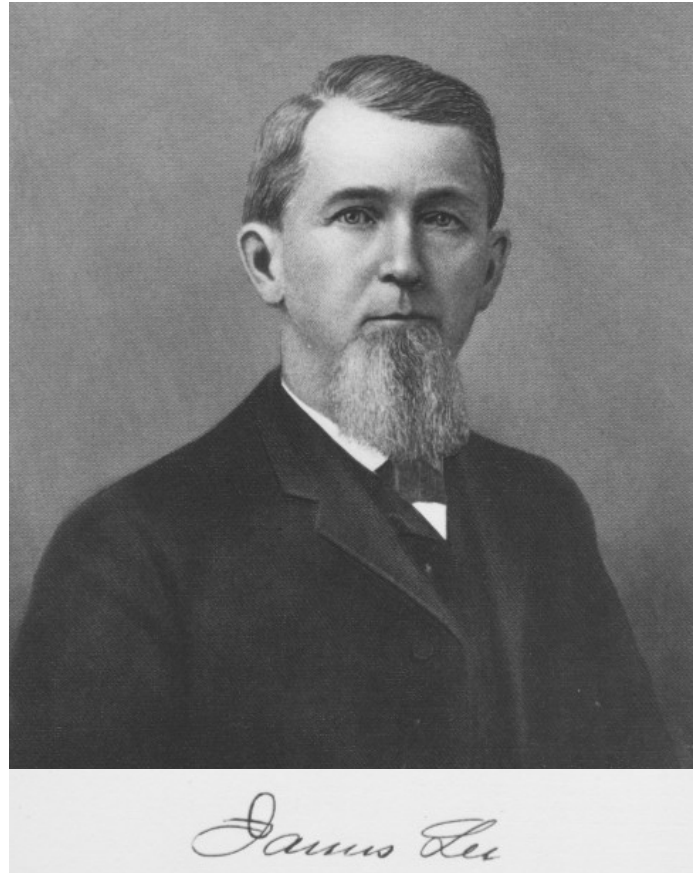
Michael Blaser writes: "I was browsing around the hot new real estate website www.zillow.com and decided to do a search of Sewickley, PA. Having visited Capt. Way about 26 years ago, I was wondering if I could still find the location of his home just up from the river. Much to my surprise, 121 River Avenue popped up on the website. The old gal had quite a facelift. It was priced at \$475,000 with 8-9K taxes each year. The well deserved patina I remembered had been scrubbed away and the worn wooden floors replaced. I doubt if Fred could have recognized that parlor that had entertained so many river legends. The final insult was where Capt. Way pecked out the REFLECTOR on that old Remington by hand, even with crippling arthritis. The realtor listed 'unfinished basement.' I visited only once and the rooms were piled in every available space with stacks of B&W photos and prints and books with earmarks. In the description you'd think they might at least have said a famous writer and riverboat captain lived here for 40-50 years." 🔦

The Lee Line

James Lee Sr. and James Lee Jr. and their Grandsons (Part Two)

by James R. Lee Sr.

Part one of this history left off with the beginning of the Civil War and Capt. James Lee Sr. turning the steamer PRINCE OF WALES over to the Confederate States war effort. Following the capture of Vicksburg in June 1863, the PRINCE OF WALES, along with other Confederate steamers, was burned to prevent capture. Capt. Tippitt wrote: "I have diligently searched the Memphis newspapers for some report on the Lee's activities during the War of the Rebellion but found nothing. In a river column in the 80's (1880's) I found that a reporter for the *Daily American* of Nashville did make a trip on first JAMES LEE and his story of the trip was published on September 21, 1885. This is the only account that I have been able to find. I quote from that report: 'The Cumberland, Ohio, Mississippi and its tributaries have been to him (James Lee) a delight and furnished him a home. Those who know his sterling character recognize his kinship with the great Confederate leader which (as I learned from other than his own lips) Gen. R.E. Lee was proud to acknowledge. The captain has made and lost two or three fortunes, and will not die a pauper yet. He shouldered his musket though past 50, and went with his boys to join the Confederates. After Appomattox he began again from the ground - or rather from the water - to rebuild.' " The writer of that article went on to recount a story about which he was not sworn to secrecy concerning Capt. Jim's service with Gen. Pat Cleburne. "The old hero related many stirring adventures of his life as a private soldier from 1861 to 1865, on most of which he imposed the obligation of silence. One however, which he considers more honorable to the second party than to himself, he did not absolutely enjoin and I shall risk publishing for the first time." From various accounts of my great great grandfather, he was a teller of "tall tales." As a much younger man, Capt. Jim's legs were scalded when he pulled a crewman away from a boiler explosion. And he



Capt. James Lee Jr. 1832-1905

Photo courtesy of James Lee and leelinesteamers.com

suffered lung injury just before the Civil War when he breathed steam from another boiler explosion on the steamer KENTUCKY. In his later years Capt. Jim was quite a large man weighing around 300 pounds. The likelihood that he had the endurance to march and fight with much younger men was remote. Civil War reunions were famous for the very large number of self-identified Generals, Majors and Colonels who gathered to regale each other with their deeds.

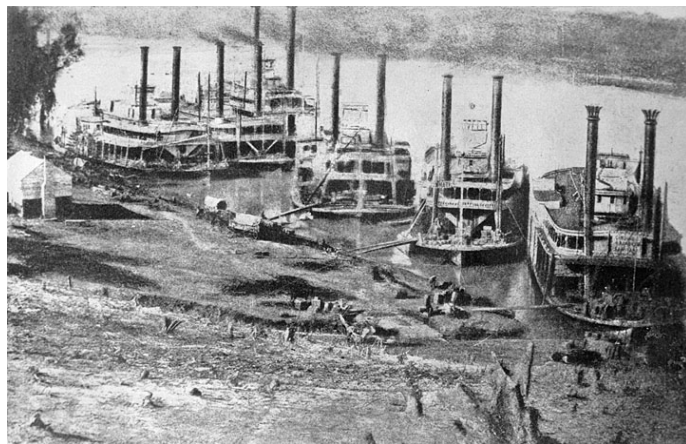
Capt. Tippitt reported that he found no report as to what James Lee Jr. did during the years 1861 through 1864. He did note that his younger brother

Stacker Lee served under General Forrest during the entire years of the Civil War, which may or may not be accurate. Other historical accounts report Stacker served when he was sixteen for perhaps 4 or 5 months before General Forrest was cornered and forced to surrender. Because of his youth, Stacker received a pardon and was allowed to return home.

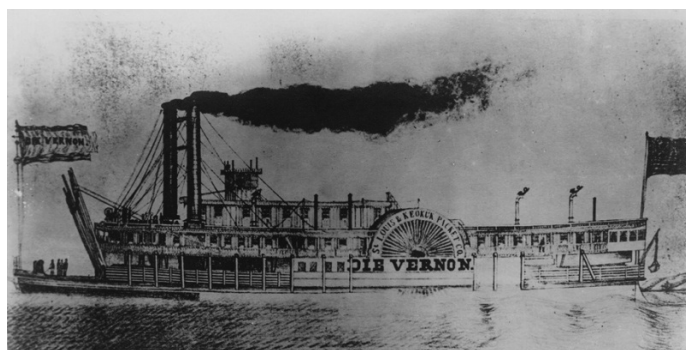
Following the end of the Civil War, Capt. Tippitt found a record that on August 15, 1865 Capt. James Lee Sr. was headed to New Orleans in command of the TYCOON. On November 25 he was listed as captain of the DIE VERNON, while in April 1866 he was named as master of the ST. PATRICK. By September 29, Capt. Tippitt reported "Capt. James Lee, late of the ST. PATRICK, arrived from Cincinnati yesterday. The ST. PATRICK was the first boat James Lee owned a controlling interest in since the close of the Civil War. 'Pap' Lee has been up the river prospecting for a boat for the Bends trade. He concluded to wait until times get better." According to Capt. Tippitt's chronology of 1866, Capt. Milt Harry would become a fifty year enemy of the Lee Line, although it seems that Capt. Harry was a fierce competitor but not necessarily an enemy. The Lee family and Capt. Harry worked together in March 1879 as recorded in *Steamboats and Ferries on the White River: A Heritage Revisited* by The University of Arkansas Press. "Already hard pressed by the increasing railroad competition, steam navigation received another setback when a government tax was placed on the industry. Needless to say, the new levy was very unpopular with the steamboat captains. A reporter for the *Memphis Public Ledger* quoted portions of a speech written by Capt. Stacker Lee and presented by Capt. Milt Harry at the convention of steamboatmen, 'showing the whereofs of boats carrying freight at cheap rates, heavy insurance, and the bare-faced cussedness of the newfangled government tax tacked on to the poor steamboatmen, who can't afford to pay a lobbyist to represent them in Congress.'" Cut throat competition, taxes, conventions, lobbyists, and expensive insurance: change the date and this could have been written about current events.

The *Memphis Commercial Appeal* of January 24, 1868 reported that James Lee took command of the DAN ABLE, while shortly after he was listed as captain on NATRONA. On April 25 the newspaper

reported "Capt. Jim Lee has purchased one-half interest in the steamer NATRONA at a rate of \$9000 for the whole. This is much below her value, but Mr. Ellerton would no doubt prefer to have given an interest to the old veteran than to have sold at a good price to anyone else. The NATRONA will be laid up in a few weeks and undergo a thorough overhaul preparatory to resuming her place in Friar's Point trade, where she will stay - live or die, sink or swim, survive or perish." On June 8 Stacker Lee returned from Cincinnati and "reported that



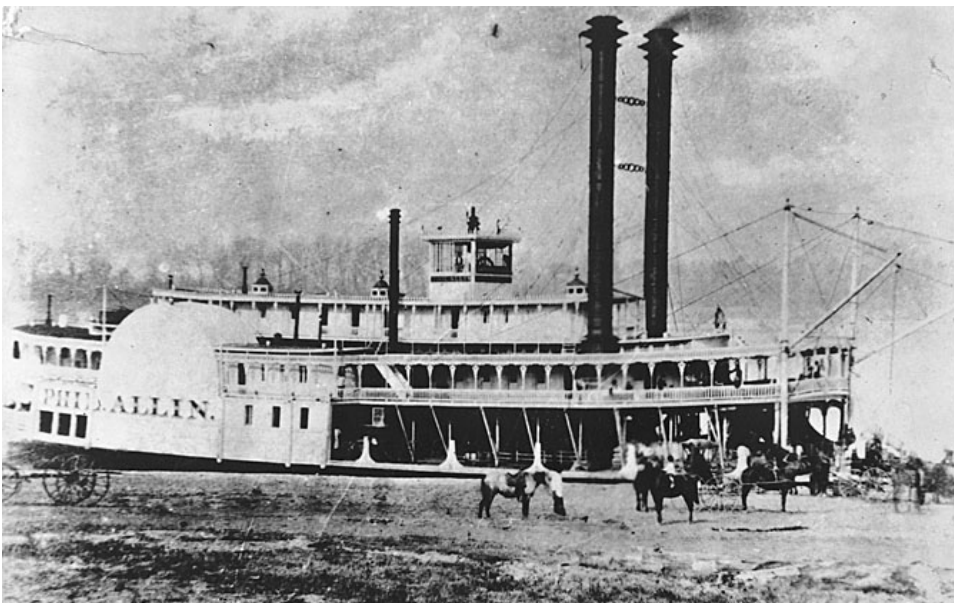
TYCOON (5480) at far right was built in Brownsville, PA in 1860 for Capt. Isaac C. Woodward, 332 tons. She ran Pittsburgh-Cincinnati and Louisville-Cumberland River before the War and served temporarily as a hospital ship during the conflict. Afterwards, she was engaged in the New Orleans cotton trade and was commanded by Capt. Lee in the summer of 1865. Second from right is TIGRESS (5393) which saw service as a Union transport at Vicksburg in April 1863. Photo courtesy Murphy Library, U of Wisconsin- La Crosse.



By late November 1865, Capt. Lee was master aboard DIE VERNON (1555). Built in 1859 at Madison, IN for the St. Louis-Keokuk run on the Upper Mississippi, the 578-ton sidewheeler also saw service in the War as a transport, and then migrated south to run in the Vicksburg trade. Sold in January 1867 to Capt. John P. Banfil and others at Memphis, she ran Memphis-Napoleon, AR until snagged a month later. Photo from Public Library of Cincinnati & Hamilton County.

the NATRONA has been hauled out on ways there and that a new hull is being placed under her.” The *Memphis Avalanche* of January 5, 1869 reported the steamer HESPER had changed hands, and was now owned by Capt. James Lee Jr. and Stacker Lee, with Capt. Stacker Lee in command. On this, his first trip after receiving his master’s license, he took her to the St. Francis River and the fight was on for the St. Francis-Helena trade. Two months later, however, Stacker Lee was back aboard the company’s most recent purchase as clerk on the NATRONA. During 1869 various deals were struck between Capt. Lee and his competitors, allowing them to make money by dividing up schedules or only delivering mail to landings between Memphis and Helena. On September 2, the *Commercial Appeal* reported Capt. James Lee had acquired all the interest in the DAN ABLE and two months later that boat was running in full opposition to the G.W. CHEEK in the Memphis and Friars Point trade. 1870 began with business better than good for steamboats operating out of Memphis, with the GENERAL ANDERSON under the command of Capt. James Lee. On July 23 the *Memphis Avalanche* reported that HESPER, recently purchased by Lee, made very little money in the Memphis-Osceola trade and as a result, he sold half interest to Capt. Milt Harry. Capt. Tippitt also reported James Lee as having an interest in the G.W. CHEEK which he relinquished around September 2. The PHIL ALLIN, newly built at Memphis for Capt. Lee, was put into service according to the *Avalanche* of December 26, and the following year she brought in the first bales of new cotton from downstream.

1872 began with this historic insight from Capt. Tippitt: “This year was referred to as the year of the great depression and the year in which there was a marked decline of the steamboat as principal means of transportation in the Ohio and Mississippi Valley.” Capt. James Lee with Stack Lee as clerk were operating the new PHIL ALLIN when Tippitt reported a story in March that “... the PHIL ALLIN upbound, and the LEGAL TENDER going down, ran together last Wednesday night at 10 pm., in Miller’s Chute at the foot of Council Bend, 50 miles below Memphis. The ‘water-cut’ [stem] of the ALLAN was split and she arrived here leaking badly, but will be repaired in time to leave tomorrow. The LEGAL TENDER was struck on the starboard side, forward of the cook house, and the cut went into her hull, but she proceeded on her trip to White River after battens were placed over the injury.” The ALLIN was in the news again in April when she made the run from Friars Point to Memphis, a distance of 122 miles, in 8 hours and 20 minutes, making 22 landings to attend to business and averaging about 13 miles per hour. Another “Special” news item reported: “Mr. Patterson, revenue collector at Memphis, seized the PHIL ALLIN a few days ago for violating Internal Revenue law. She had on board 30 empty whiskey barrels on which the revenue stamps had not been cancelled.” Back in February, the PHIL ALLAN had also been seized by the sheriff of Crittenden County, AR for unsettled store bills in the amount of \$5000 to one A. Kerr and \$2000 to M. Monagham. The previous year, my great grandfather James Lee Jr. was persuaded to leave the law profession and



PHIL ALLIN (4476) was built at Memphis by Lee Line’s Memphis Dry Dock Company in 1871. This 463-ton packet had engines 22’s with 7-foot stroke on a hull 181’ x 38’ x 6’ with steam supplied by three boilers. She ran in the Memphis-Friar’s Point trade. Her machinery came from C. E. HILLMAN and would go to the steamer JAMES LEE in 1879 when the ALLIN was dismantled. This vessel would be the flagship of the Lee Line until the COAHOMA succeeded her five years later. She was named in honor of Col. Phil Allin who was highly esteemed for his service on the Confederate side during the Civil War. Photo from Murphy Library, U. of Wisc.-La Crosse.



LEGAL TENDER (3404) collided with PHIL ALLIN in March 1872. She had been built in 1867 at New Albany for Capt. Ed Nowland and ran Memphis to Arkansas and White Rivers. In April 1871 she proceeded up the White River during high water. This was the first time in 10 years a boat had been there because of low water. On November 8, 1871, she sank below Memphis. Her final demise was on April 16, 1876 when she was snagged on the Arkansas about 40 miles below Pine Bluff. Photo from Murphy Library, University of Wisconsin - La Crosse.

enter the steamboat business. The news account reported that he, along with several friends, arrived at the scene of the seizure on the tug BROWN AND JONES and were able to reach a satisfactory bond which permitted the ALLIN to proceed on her way. Further commentary about the ALLIN in the April 11 *Commercial Appeal* observed, "Capt. James Lee has in addition to her handsomely furnished bar and other adornments in her upper cabin, a neat and cozy little temple of 'Bacchus' on the lower level deck. The institution is run by two polished and attentive persons who supply tobacco, snuff, wines, liquors and crackers and cheese to purchasers." October 24 found the PHIL ALLIN ablaze when she had a narrow escape. After landing at Memphis that morning, fire was discovered about the breaching of one of her chimneys on the boiler deck. Things were lively for a while, but parts of the hurricane roof were chopped away and hoses were used to quench the incipient conflagration. A year later on November 28, 1873, the PHIL ALLIN suffered another accident due to "cross signaling" when she collided with the FORT GIBSON just above the mouth of St. Francis River. The down bound ALLIN was stuck on the starboard side while the up bound GIBSON lost a good portion of her bow. The ALLAN towed the GIBSON to a sandbar and offered assistance.

During mid 1873 Yellow Fever came to the Memphis area and Stacker Lee was reported to be sick with the fever. He recovered and later on

December 18 was reported to be in command of the PHIL ALLIN. 1873 was also a year when "hard money" was quite scarce for much of the country. Memphis newspapers reported that chits were widely used and honored by Memphis merchants. However, St. Louis and New Orleans suffered much more than Memphis during this time of scarce money.

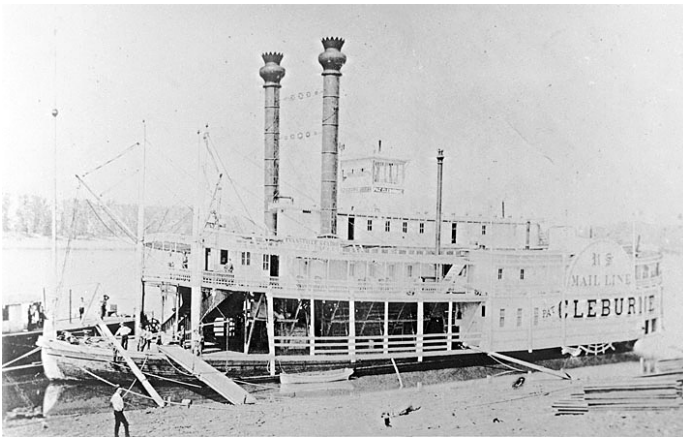
The *Memphis Appeal* of July 5, 1873, carried this story about my great grandfather James Lee Jr. (who left the practice of law in 1872 to run the Lee Line alongside his father). "Rumor has it last night that Capt. James Lee Jr., had been presented by his wife with a pair of responsibilities, one a boy and the other a girl. May his shadow never grow less." Although his first born twins sadly lived but a few days, later he and his wife had ten children who lived to adulthood.

Through the use of old Memphis city directories from 1859 through 1928 which were digitized a number of years ago by Shelby County Registrar Tom Leatherwood, it was possible for me to compile the work history of all family members who worked for the Lee Line, the Bohlen-Huse Machine and Lake Ice Co. (purchased in 1884 and renamed Bohlen-Huse Ice and Coal Co.) and the C.H. Karr Co. (purchased in 1887 or 1888 and renamed Lee Brothers Co.) Lee Brothers became the sole provider of supplies to the Lee Line. The *Edwards 1870 Memphis City Directory* recorded

James Lee Jr. as the President of the Memphis Dry Dock Co. in addition to his work as a lawyer. However, the 1880 *Sholes Directory* recorded his sole occupation as Superintendent of a division of the Lee Line. The Memphis Dry Dock Co. built the steamer PHIL ALLIN in 1871, named in honor of Col. Phil Allin who was highly esteemed for his service on the Confederate side during the Civil War. The PAT CLEBURNE, built by Major John D. Adams in Cincinnati, was another Lee Line boat of this time which was owned for two years and then swapped for the QUICKSTEP. Like the ALLIN, the CLEBURNE was named for a Confederate officer, General Pat Cleburne who, along with four other Confederate generals, died during the battle of Franklin, TN. James Lee Jr.'s younger brother Samuel Stacker Lee was first recorded in Capt. Tippitt's history on March 16, 1873 as the "genial clerk" on the PHIL ALLIN. Stacker Lee was named for family friend Samuel Stacker who was in the iron business in the Dover, TN area in the 1820s, as was his father prior to leaving the iron business and becoming a life-long steamboat man. At age 16 Stacker enlisted in the Confederacy in 1864 and was captured six months later when General N.B. Forrest was surrounded and forced to surrender. Stacker most likely was pardoned due to his age and sent back to Memphis. His cavalry sword belongs to a family member. Stack, as he was

affectionately called by his father, became captain of the IDLEWILD in 1876. Three years later he was captain on the GEO W. CHEEK and in 1880 was master of the first JAMES LEE. Memphis City Directories listed him in that position through 1887. From 1888 until his death at the age of 42 on April 24, 1890, Stacker served as Vice President of the Lee Line. He was much admired by Lee Line rousters for his way with the ladies as well as his less than staid way of life (perhaps a better adjective describing Stacker would be the word rounder). His older brother, my great grandfather James Lee Jr., was much more studious, having graduated from the University of Nashville and then Princeton Law School in the early 1850s. James Lee Jr. was appointed to the Memphis Police and Fire Commission in the mid 1880s when Memphis lost its city charter following a Yellow Fever epidemic which was responsible for the deaths of thousands of Memphians as well as the depopulation of the city by citizens fleeing the epidemic. *The American Plague* by Mollie Coldwell Crosby provides a detailed history of Yellow Fever as it spread from New Orleans up the Mississippi River Valley into Memphis and beyond.

Returning to Captain Tippitt's history of the Lee Line from 1874, he recounts various scrapes the PHIL ALLIN was involved in such as the one described in the Memphis *Appeal* of May 17: "The steamboat inspectors found the PHIL ALLIN to blame in the collision with A.J. WHITE at Helena on April 12. The PHIL tried to come up the bank



PAT CLEBURNE (4398) was another of several Lee Line packets owned but for a short time. The CLEBURNE was completed at Cincinnati in 1870 with engines 20's, 7-foot stroke, powered by four boilers, 37' diameter by 24 feet with two 14-inch flues. She was built for Memphis and White River Packet Co. and later sold to Evansville, Cairo & Memphis Steam Packet Co. She exploded her boilers opposite Weston, KY on May 17, 1876. Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.



Samuel Stacker Lee was captain on IDLEWILD (2726) beginning in 1876. Built in 1870 by Howards for the Cairo-Paducah-Evansville trade, she was eventually sold to Memphis & Arkansas City Packet Co. Measuring 216 x 35.6 x 6.4, her engines were 22's with 6½-foot stroke. She burned at Memphis July 31, 1881. Murphy Library photo.

side and crowd the WHITE out of landing at the wharf-boat." As an aside, the May 26 *Memphis Avalanche* reported: "Old Isaac, for several years a faithful servant of Capt. James Lee of the PHIL ALLIN, died yesterday and was interned at the expense of those whom he served so faithfully. Capt. Lee personally had a free pass over the River Styx placed in his hand." On September 4, the paper reported "the PHIL ALLIN is now being rebuilt at Paducah, where she will be lengthened from 216 feet to 240 feet and her beam will be increased from 33 feet to 38 1/2 feet. It is a general trend among boat owners to lengthen and increase the beam of their boats to lighten the draft and increase the carrying capacity. Capt. Lee Sr. opposed this change, but Capt. Lee Jr. prevailed, and as a concession to Capt. Lee Sr., she will retain her neat sharp model stem." Capt. Tippitt's history reported that rousters on the ALLIN removed wood from other boats as well as suffering similar losses at the hands of competitors.

Further bits of interesting history from Capt. Tippitt revealed on June 30, 1875 Capt. Stacker Lee was going to the QUICK STEP, and that on August 2 "the bar privilege on the Str. QUICK STEP was sold to Joe Flynn for one year at \$3,000. Braggs & Co. have the bar privilege on the PHIL ALLIN for which they paid \$4500; Wash Tonary who used to run the gin mill has retired. The Bragg brothers also own the bars on the A.J. WHITE and G.W. CHEEK." Another news item at that time listed Capt. Milt Harry as the owner of the RUTH after the QUICK STEP was "sold out from under him." However, in the years after 1875, the Lee Line owned or chartered the RUTH. A picture of the boat in my collection of family boat photos records the RUTH on the Yazoo River. Capt. Tippitt reported from the *Memphis Avalanche* of October 11, 1875 that the RENE McCREADY had left Louisville for Vicksburg to

enter the Natchez trade. Sometime between 1875 and 1890 when she was dismantled, the RENE McCREADY served in the Lee Line fleet. Capt. Fred Way's *Steam Packet Directory* records her oak dining tables being stored on the Lee Line wharfboat in 1920. On November 24, the *Avalanche* reported "the LEGAL TENDER, Capt. Stack Lee with Harry L. Bateman clerk, is making two trips a week to mouth of White River ..." Capt. Tippitt wrote that Capt. James Lee Jr. had arrived in Memphis on December 14, 1875 with the steamer IDLEWILD, pride of Evansville, and would run her between Memphis and Chicot City in competition with the CHEEK. It was also reported that he purchased one half interest in her at a rate of \$30,000 for the entire boat. On the QUICKSTEP's arrival at Memphis, she was to be retired and Capt. Stacker Lee would assume command of the IDLEWILD. A week later Capt. Tippitt quoted the *Memphis Avalanche*: "It is not the fashion for steamers to leave Memphis in pairs, but they will not leave unless accompanying their competitor. The IDLEWILD keeps company with the ILLINOIS to Chicot City, PHIL ALLIN and CHEEK are buddy-buddy, along with a host of 'smaller fry' going to White, Arkansas and St. Francis Rivers. Only the Anchor Line boats go their regal way unchallenged."

January 1876 found the IDLEWILD in several races with the ILLINOIS with the usual "smack talk" between the respective boats. Other 1876 notable events for the Lee Line were winning a mail contract between Memphis and Friars Point, MS for \$18,400 and the addition of the steamer COAHOMA. Stacker Lee continued as captain of the ILLINOIS. The *Memphis Appeal* of October 13 reported "the restaurant-plan adopted by the Anchor Line is also favored by Capt. James Lee Jr., but competition in the trade out of Memphis is such that he will not adopt it at present. The older generation of steamboat men do not favor such a plan. Capt. James Lee Sr. absolutely forbids it on his boats. The overflowing abundant tables will continue into the unforeseeable future on Memphis packets." In chapter 7 of *Memphis Down in Dixie*, author Shields McIlwaine noted that Capt. Jim was a man who dearly loved an abundance of food. A family story was recounted by both my father and Uncle Bayliss, that during a lean time of business, executives from the Anchor Line came to Memphis



RENE McCREADY (4726) on left. Built for Memphis-St. Francis River by Howards in 1875, 141 x 28 x 4.8. By 1882 she was running ferry service between Memphis and Marion, AR. Photo from Murphy Library, U. of Wisconsin - La Crosse.

to visit the Lee Line and perhaps assess their financial state. They were invited to James Lee Jr.'s home on Adams Street for dinner and were treated to a banquet so as to give the impression that the Lees were not hurting financially. Capt. Tippitt gave the following insight into competition with the railroads and the changing compensation for porters on various steamboats. From the *Arkansas Gazette* of October 18: "The boats at Little Rock are refusing cotton there for New Orleans. The railroad is taking it for \$2.00 a bale, while the boats won't touch it for less than \$2.50 a bale." And from the *Memphis Appeal* of the same date: "The 'question' of whether or not to pay porters on steamboats has come up again. It is argued that if paid, the porters will not be as attentive to the wants of the passengers and will not guard their baggage as seriously as they now do, and that the boat will lose much time at various landings hunting the passengers' luggage in the baggage room. The Cincinnati boats and the Anchor Line of St. Louis pay their porters. There has been considerable complaint on our boats in regard to handling of passenger baggage. It is true that the porter is furnished his meals free of charge and given a place to sleep in the baggage room, but his earnings depend upon the generosity of the

public. At times they are not too generous. He is also responsible to the boat for maintaining and cleaning lamps in chandeliers of main cabin each day. Capt. Stacker Lee has posted a card with the prices fixed for handling of all baggage by porters."

Capt. Tippitt found this clipping from the October 21 *Metropolis Daily* describing the COAHOMA, newly built at that city. "Capt. Lee's new boat, the 'Red Tiger', is a beauty all over. She is 219 feet overall, 34 foot beam, 30 feet [width of] floors; 7 1/2 feet clear in hold midships, with rounded knuckles and a princess stern. Between the boiler or cabin deck and main deck she is 12 feet in the clear. Her cabin is 135 feet in length, including the hall. She has a fine recess aft, which is finished off in stained glass. There are 12 staterooms in the ladies cabin, both have guards all around them. Her Texas is 130 feet long - for colored passengers, which is furnished on equal to her lower cabins, and also has 12 rooms for gentlemen. Forward of these are six rooms for officers of the boat. Her pilot house is beautifully ornamented; her pantry and barbershop are very large and spacious. She will receive her outfit from Camp & Bryson in Memphis. The bar is fitted up very finely by Samuel Bostwick of Pittsburg. She will be out the first of November. She has Hartupee machinery: the small cylinder is 20 in. diameter with 7 foot stroke and the larger about 36 in. diameter with 7 foot stroke. Her wheels are 26 feet in diameter with buckets 12 feet long. A race-horse for sure." Capt. Tippitt further noted that Capt. James Lee Sr. was her captain.

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LEE LINE
U. S. MAIL STEAMERS.

JAMES LEE, } COAHOMA, }	{ RENE MACREADY, { ED FOSTER.
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Memphis and Friar's Point
↔ AND ↔

Memphis and Osceola Packet Co.
Office No. 4 Madison Street, Memphis, Tenn.

JAMES LEE, Jr., Supt.	ROBT. E. LEE, Sec. and Treas.
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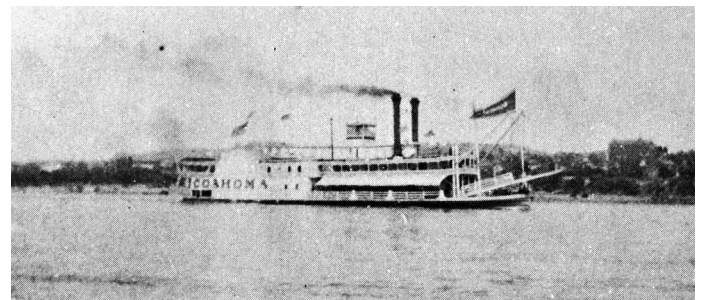
STR. JAMES LEE
Leaves for Helena and Friar's Point every
MONDAY, WEDNESDAY AND FRIDAY AT 5 P. M.

STEAMER COAHOMA
Leaves for RANDOLPH, FULTON, OSCEOLA, ELMOT and GOLD DUST every
Monday, Wednesday and Saturday at 5 P. M.

"JAMES LEE" Leaves Friar's Point and Helena for Memphis every Tuesday, Thursday and Saturday.	"COAHOMA" Leaves Osceola for Memphis every Tuesday, Thursday and Saturday at 5 P. M.
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STR. RENE MACREADY
Leaves for Marianna and all Points on St. Francis River, as far as Cut-Off, every Tuesday at 5 P. M.

Notice courtesy of James Lee and leelinesteamers.com



COAHOMA (1203), flagship of Lee Line fleet succeeding PHIL ALLIN in 1876. Low water at Metropolis caused the hull to stick in the mud at launching, and efforts by IDLEWILD to extricate her were unsuccessful. Her new cabin was eventually transferred over from the QUICKSTEP (4621) in an hour and a half! This faded photo turned up in the September 1968 REFLECTOR, the only known view of the steamer to date. It appears a large canvas awning shields her main deck guards.

As 1877 began, the January 23 *Memphis Appeal* reported that “Capt. Stacker Lee has resumed his place on the ‘roof’ of the COAHOMA, while Capt. James Lee is confined to his room on the Texas. Inclement weather and being slightly overweight has forced Capt. Lee Sr. to temporarily retire from his duties as Master. The old skipper refused to be moved to the home of his son Capt. James Lee Jr. at 140 Adams Street up town.” Capt. Tippitt described a humorous account of a rate war at Memphis in the February 24 *Appeal*. “The A.J. WHITE goes out on Monday in the Memphis and Riverton trade. Capt. Nat Green, Dan Able and their associates still have charge. The COAHOMA of the Lees will have the Friars Point trade to themselves. The little war which waged so vigorously for the past two weeks between the A.J. WHITE and the COAHOMA came to a sudden dead halt yesterday, by the WHITE people purchasing the PHIL ALLIN, one of the opposition boats. Terms of the sale are not known, neither is it known which one first flapped the white shirttail of truce. Friends of both parties say, however, that if the cut-throat contest had kept up a month, neither party would have a shirt to flap. The program now is, the ALLIN goes to the bank, the WHITE has the Riverton trade alone, while the COAHOMA wallows in the fatness of the Friars Point trade.” The sale of the PHIL ALLIN probably was a rumor because on June 5 it was reported that “the PHIL ALLIN came in Sunday with 50 bales cotton, 400 sacks of oil cake, and a cabin full of passengers. Capt. James Lee, long confined to the home of his son, is expected to return to her in few days.” The *Memphis Appeal* of July 31, 1877 reported Capt. James Lee Sr. again in command of the COAHOMA, while Capt. James Lee Jr. was quite active in politics and his law practice. On August 22, the newspaper stated that “at 5 o’clock yesterday, the safety valve on the boilers of the Memphis & Vicksburg packet PHIL ALLIN exploded with terrific force. This occurred just before her departure, while she was heavily loaded with freight and her cabin full of people. A great hole was ripped in her cabin floor, chandeliers and furniture splintered, passengers and crew alike rushed to the hurricane roof to escape the scalding steam and hot water from the boilers. A number of passengers jumped overboard onto the wharf and into the river. The damage was repaired and the steamer left at a late hour last night.”

Another steamboat that turned up in the ownership of the Lee Line was the steamer BATESVILLE which was bought for \$3500 in October of 1877. The *Memphis Appeal* had this to say about the purchase. “The BATESVILLE, under command of Capt. Matt Tremmel, will leave Memphis daily for Polk’s landing which is 40 miles below Memphis. By this move the Lees will cut the bottom out from under the GEO. W. CHEEK over nearly half her run and leave the COAHOMA with time on her hands to clean up everything in sight between Helena and Polk’s landing.” Further, the *Avalanche* of Oct. 23 observed “the COAHOMA is giving the GEO. W. CHEEK a hard fight in the Memphis - Friars Point trade. Also all others are suffering. The Lees are taking cabin passengers to Helena for 25 cents, including one meal, and they are carrying deckers free of charge. Rates on cotton and seed have been cut almost to the vanishing point.” A month later the news was that “police are kept busy, as a near riot erupted yesterday between the porters of the Lee Line and the opposition.”

Early 1878 brought the latest news in the fierce competition at Memphis. “The steamer GEO. W. CHEEK was sold by her owners to Capt. Stacker Lee who will continue her in the Friar’s Point trade. The Lees have again bought out the opposition.” During this early part of 1878, news accounts told of Capt. James Lee Sr. confined to his bed and of the BATESVILLE being sold by the Lee Line to Capt. Stephen Young after only four months in their service. But the Line was prospering, because



Rouster badge from steamer JAMES LEE.
Image courtesy of James Lee and leelinesteamers.com.

on April 21 the papers announced that Lee Line had finally put in a wharfboat at the foot of Court Street in Memphis. Prior to this new wharfboat, steamboats had loaded and unloaded at a multi-story riverside elevator facility. Beginning in July 1878, the first reports of Yellow Fever were again in the news. Boats from New Orleans were under quarantine. Yellow Fever deaths began to be reported in August that year, and according to Capt. Tippitt's tally, the Yellow Fever of 1873 claimed 1,232 lives while the 1878 outbreak claimed 3,101 lives with the total number of cases in Memphis reaching 7,200 that year.

After the PHIL ALLIN and COAHOMA had each occupied the pride of place in the Lee Line fleet, the company's newest flagship was proudly heralded by an article in the September 27 *Pittsburg Gazette*. "The new steamer JAMES LEE could be ready to leave in a week or ten days if necessary. Capt. James Lee Jr. stated she has 25% more boiler power than the PHIL ALLIN had, which, said the Captain, 'was the fastest four boiler boat that ever turned a wheel. She also has quarter inch more cylinder than the ALLIN. If she don't run as fast as I think she ought, I will take her engines out and put in engines that will make her fast, that's all,'

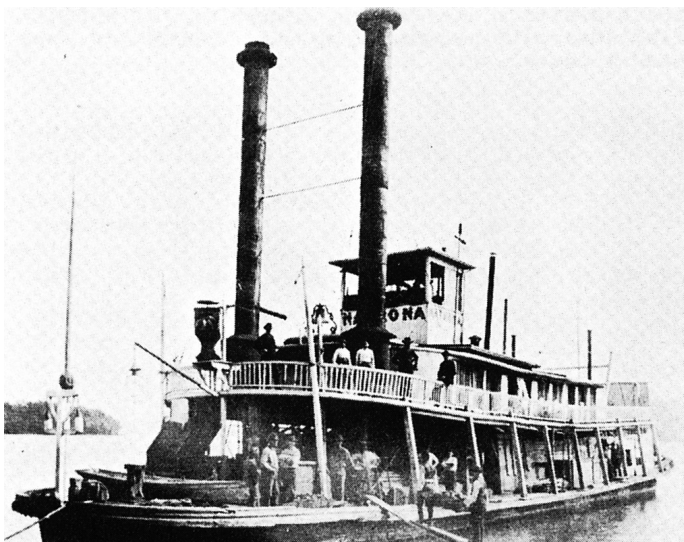
said Capt. Lee." The JAMES LEE was built for John Adams, who, as history recorded, refused to accept her when her hull was slightly twisted while being launched at Sewickley Shipyard in Pennsylvania. The *Gazette* further reported on November 19 that Capt. James Rees had departed for Memphis in command of the JAMES LEE. She was purchased to replace the aging GEO. W. CHEEK. The boat was completed under the direction of Capt. James Rees at Pittsburg. In later years, the Lees had good working relationships with Capt. Rees, which I will elaborate in future chapters to this history of the Lee Line. As is well known, the Rees family was in the boat building, boiler and steam engine business in Pittsburgh. In keeping with the Lee family tradition of naming children after respected family friends, my grandfather Shelby Rees Lee carried the Rees name, as do I. My grandfather went by his middle name according to my Uncle Bayliss, who was named after his Uncle Bayliss. When Capt. James Rees Jr. brought the JAMES LEE down to Memphis, Capt. Tippitt reported that "when he stepped ashore, he had only to look about. There were four boats built by his firm at wharf in the past two years: the HARD CASH, HATTIE NOWLAND, KATE HOOPER and MARLIN SPEED." The new packet's first trip was reported



The first JAMES LEE (2933), second boat built at the Sewickley Yard in 1879. Photo courtesy of James Lee and leelinesteamers.com

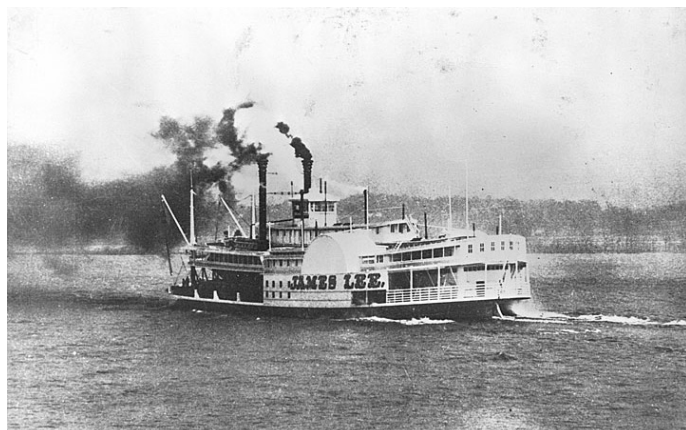
in the *Memphis Appeal* on November 30. "The new JAMES LEE, Capt. Stack Lee in command, will leave tomorrow for Friar's Point, then every Wednesday and Friday. The COAHOMA will run opposite her in the trade. 'Sunrise Jim' the rousters have already named her, and the odds are three to one that she will be in port before sunrise on her return from Friar's Point. Capt. James Lee Sr. refused to return to the home of Capt. James Lee Jr., declaring that he would see how the new boat worked out and how well Capt. Stack was performing his duties. He established himself in the Captain's room in the Texas with his faithful servant Sam being provided for in the hall way just aft of this cabin. Capt. James Lee Jr. is reported to be much upset over the arrangements. When Capt. Jim is aboard, the table cost of the steward's department is reported to double, for the old gentleman is noted as one who set the best table on the river. This is likely to cause another war, for the Adams Line boats have the reputation at present time of setting the best table."

Until his forced retirement from the river due to immobility and poor health, Capt. James Lee Sr. lived onboard either the PHIL ALLIN or the COAHOMA. Capt. Tippitt, in an unattributed remark, reported that Capt. James Lee Sr.'s wife lived with James Lee Jr. in his home at 117 Adams Street in Memphis. This information is a mystery since James Lee Sr.'s wife Peninah Lucenda died in 1853. Their old home, at first destined to be removed by the Memphis Housing Authority Urban Renewal during the early 1970s, was later renovated and serves as a law office to this day.

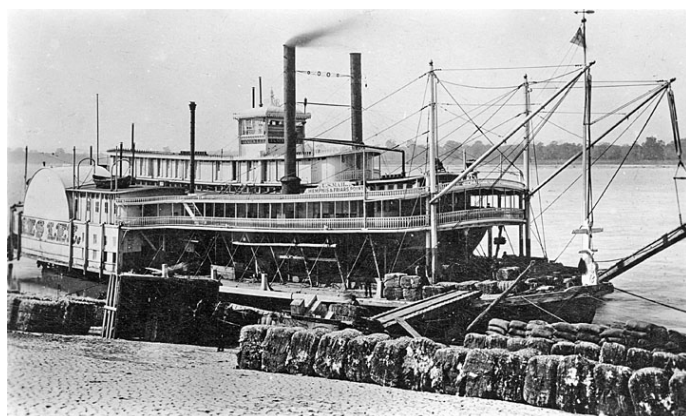


NATRONA (4120), one of Lee Line's earliest packets, 1868.

In concluding this second part of the Lee Line history, I will use the words of *Memphis Down in Dixie* to describe one of the happiest times for Capt. Jim. "On November 28, 1879, Cap'n Jim was rolling about in his hickory chair before the barbershop of the boat, all eyes and smiles. He was mighty happy. Today, once more, he felt like the biggest man on the river; the patriarch of the Lee Line riding its boats, not a helpless passenger. For this packet was brand new and named after him. The JAMES LEE, twenty five feet longer than the PHIL ALLIN and a foot wider, was, rightly enough, the Lee boys' way of celebrating Cap'n Jim's half century on the Western Waters. Into the bulkhead went what was brand new and better than any birthday cake: a large colored-glass window holding a portrait of the old riverman edged with a rainbow border of steamboat brilliance. Cap'n Jim dearly loved the sound of the machinery, bells and whistles, the smell of the river, the banter of the rousters, and a bountiful dinner table. For thirty days after his passing on January 15, 1889, all steamboats coming into Memphis lowered their flags to half-mast for Captain Jim, the last of his hearty breed." ①



LEE under a full head of steam. Murphy Library photo.



JAMES LEE in her later years. Murphy Library photo.

Stephen Collins Foster

Steamboat Agent: 1847-50

by R. Dale Flick

My recent research in the archives and documents of the Literary Club of Cincinnati, founded in 1849, yielded this monograph, researched, written, and presented to the club on January 20, 1947 by University of Cincinnati President Raymond Walters. Walters was not only a professor, lecturer and administrator, but a scholar in historical research and musicology. This private paper is rich in previously unknown details of composer Stephen Foster as a young businessman and steamboat agent with the firm of Irwin & Foster, Cincinnati, Ohio.

It was Thursday, February 25, 1847, with freshet-threatening weather over the swollen Ohio River when the steamboat HIBERNIA NO. 2, new and elegant, swung toward the Cincinnati landing. There stood at the rail a slender youth with a pleasant, sensitive face and brown eyes that could twinkle in merriment. Scanning the skyline of the city, he readily spotted Cassilly's Row, the long building which housed the office of Irwin & Foster, Steamboat Agents. This newly-arrived young man in his twentieth year simply penned in the register

of the Broadway Hotel near the wharf, 'S.C. Foster, Pittsburgh.' His older brother Dunning McNair Foster, settled Stephen in Mrs. Jane Griffin's boarding house on Fourth Street near Broadway. Thus began his initiation as clerk and bookkeeper for Irwin & Foster at No. 4 Cassilly's Row, on East Front Street near the wharf. Messrs. Dunning and Archibald Irwin, Jr., both under age thirty, had begun their partnership as commission and forwarding merchants and steamboat agents in December 1845 when they had opened a new service — a daily packet schedule between Cincinnati and Pittsburgh — as agents for eight boats. Archibald Irwin had recently been honored with an appointment by the Cincinnati Chamber of Commerce as a delegate in May to a St. Louis convention to "advocate action by the General Government to assist, protect and advance inland water commerce of the country by the removal of dangerous obstructions from the Mississippi, Ohio, Missouri and other rivers and for the improvement of harbors therein and upon the shores of the Northern Lakes."



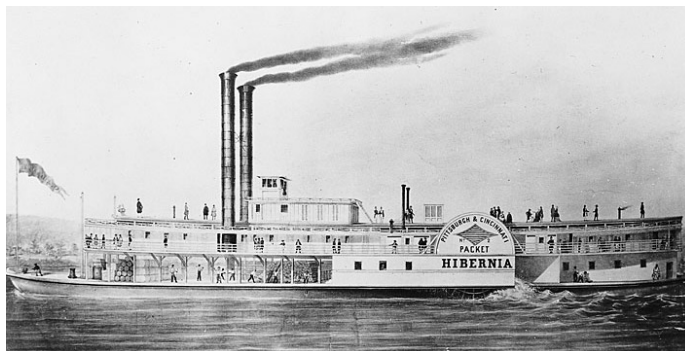
The office of Irwin & Foster, with a canvas awning over the facade to block the bright September sun, is clearly seen in the famous daguerreotype Cincinnati Panorama of 1848. Photo courtesy of Public Library of Cincinnati and Hamilton County.



Stephen C. Foster (1826-64) Photo courtesy of Dale Flick.

Stephen heard from his young partners about an episode of the Merchants Exchange and one of the Irwin & Foster boats — a major squabble far from being humorous — concerning the HIBERNIA, which was the predecessor of HIBERNIA NO. 2, the packet upon which Stephen had journeyed from Pittsburgh to Cincinnati. A fuss blossomed because of the irascibility of the clerk on the HIBERNIA. The Cincinnati Merchants Exchange regularly kept important cargo records of all the boats as they arrived and departed the city. No features were of greater interest to the business reader of the *Gazette* than the familiar column. A typical entry: “IMPORTS - From Pittsburgh by the RIO GRANDE, Irwin & Foster: 6 sets axes, 29 slabs (no indication what these ‘slabs’ were), 7 bundles (?), 124 iron bars. SHIPMENT - To Pittsburgh by the ALLIQUIPPA: 118 brls. Whiskey, 100 boxes candles, 100 ‘do’ soap, 30 stoves, 12 bxs. (?), 10 tons sundries.” [*Cargo abbreviations were a kind of code understood by shippers and merchants similar to stock exchange listings today.*]

Trouble broke out, as it had in the past, when the clerk of HIBERNIA, under command of Capt. Klinefelter, refused to list the cargo for the river



HIBERNIA (2631), predecessor to HIBERNIA NO. 2 which brought the young Foster to Cincinnati in 1847. The clerk aboard this earlier packet caused a ruckus by refusing permission for the Merchant Exchange to print the contents of cargo in her manifest in the Cincinnati Gazette. A threatened boycott of the boat resulted in a repentant clerk. Photo courtesy of Murphy Library, University of Wisconsin - La Crosse.

reporter of the Merchants Exchange or allow the reporter to copy the lists from his books. In the December 11 *Gazette*, the Merchants Exchange warned: “Merchants, therefore, who wish to have their goods reported will have to ship on some other boats, and those who desire to see the business of the Exchange thoroughly prosecuted will remember this is the only boat on the river that refuses to report.”

This was no laughing matter for Irwin & Foster with their agency business imperiled. They rushed to the Exchange with their own written report of the shipment to Pittsburgh by the HIBERNIA: “Whiskey, wool, peaches, sugar and merchandise,” all duly reported in the *Gazette* with, obviously, the stubborn clerk either yielding or fired. The next arrival of the same boat and a listing of her complete cargo was fully reported. Likewise cargo, passenger lists and related reports with vital information were submitted and filed with the local U.S. Customs House.

Recent completion of the HIBERNIA NO. 2, an Irwin & Foster boat, was reported in the February 25 *Gazette*. “A traveler on this new boat speaks in high terms of her accommodations. She has been built expressly for a passenger boat between this city and Pittsburgh, and everything is arranged for their comfort. Her cabin is spacious and elegantly furnished, tables supplied in the best style and the officers attentive and obliging.” [*“Expressly passenger” steamboats did make very limited stops at*

major shipping points for high priority cargo and U.S. Mail, avoiding the usual “milk stop” landings for cows, chickens and pigs so familiar in steamboat lore. This service was analogous to emerging “express trains” and “non-stop air flights,” but passengers paid the higher fare accordingly.]

Though business was prospering and growing for Irwin & Foster, the handsome, romantic Dunning Foster yielded to Mexican War fever in the spring of 1847, which had already caused his older brother, Morrison Foster, to enlist at Pittsburgh. The victories of General Zachary Taylor were fanning the spirit, even in Whig newspapers like the *Cincinnati Gazette*, which had previously opposed the war policy of President Polk. Dunning steamed out to war in May 1847, leaving Stephen’s own soldierly ambition for an appointment to West Point by his brother Henry Foster, a Treasury Department agent in Washington, unrealized. “I doubt very much whether Steve’s health would have permitted him to remain at the Point had he received an appointment,” Henry penned.

Stephen’s period in Cincinnati was in the heyday of the river steamboat. In the East, railroads were becoming a commercial factor of great importance. Locally, wood-burning locomotives of the Little Miami Railroad, of which Archibald Irwin Sr. was treasurer, drew freight “wagons” between Springfield, OH and Cincinnati. The Little Miami had Jacob Strader, also of big packet boat fame, as head of the rail company and other banking and real estate interests, all contributing to the founding of his own great fortune. His rail line was a link with steamboat connections for passengers and freight between Cincinnati, Louisville and other ports to the south and up the Mississippi. Cotton, flour, whisky, pork, bacon and lard were transported to the East, while manufactured goods were brought from the Atlantic, west and south. The *New York Gazette* termed Cincinnati “Athens of the Western World,” in company with Longfellow’s appellation “Queen of the West” and the familiar “Porkopolis.”

How the landing and its steamboats looked to Stephen is described by literary master William Dean Howells in his writing “Days of My Youth.” Howells’ uncle — his mother’s brother — was Capt. Dean of the steamboat NEW ENGLAND NO.

2. Howells described the stately line of steamers drawn up at the wharf, brilliant in color and brass and decorations with their passengers — gentlemen in tall hats and ladies in crinoline going aboard; the smell of smoke; the sound of venting steam and bells; sweaty laborers, draymen, hustling freight, cries of orange venders; and the smells of the waterfront and sloped landing, reeking of animal dung and other powerful odors. Stephen captured all this employing the rich Negro dialect he heard and recorded it in his song “The Glendy Burk” as the crew sings, “De smoke goes up and de ‘ngine roars, and the wheel goes round and round.”

The highly prosperous emporium of Irwin & Foster — which Stephen described as “our city” — had a marketing advance (commission) of “50% to 100% above that which ruled three and four years ago” with the *Gazette* listing 1847 prices: “Ducks and chickens sell at 20 cents each ... eggs, 7 cents a dozen; butter, 20 cents per pound; hams, 10 cents each; roasting beef at 6 & 1/4 cents per lb.”

From May to December 1847 Archibald Irwin took young Stephen as his acting partner. Stephen went after business — and got it. Announcements of Irwin & Foster steamboat sailings held top place in the listing of agents in the newspapers and in *Kimball’s Eastern, Western and Southern Business Directory*. The summer of 1847 saw 87 steamboats registered in the city district with an aggregate of 1,780,112 tons. Irwin & Foster went on to advertise their “splendid steamers combining the important qualities of speed and comfort ... commanded by old and experienced captains.” On August 17 the thriving company advertised “a new bi-monthly packet service to Memphis by the steamer CLIPPER, Capt. R. G. Baldwin,” and on November 7, the “Monday and Thursday packet AMERICAN, Capt. Charkey.” Three days later the agency took over registration for “Regular Tennessee River packet PLANET, Capt. Willard, with assurances shippers and passengers may depend on her being regular.” The age of speed and making money was the new credo pursued by growing America, envied by the old world.

The gratifying acquisition for Irwin & Foster was that of the Cincinnati and Louisville Telegraph Line agency. This line’s steamer FASHION was a

local sensation built for Capt. Anders of Cincinnati. The prideful *Gazette* reported its dimensions: "Length on deck 240 feet, breath of beam 34 feet, depth of hold 7 & ½ ft., extreme breadth (guards) 60 feet ... Her cabin is furnished in a novel and luxuriously elegant style." A fortnight later Irwin & Foster announced that the FASHION was running in conjunction with the PIKE. Passenger fare each way was \$1. Business increased with the office announcing the presence of a new clerk on the wharf "to receive freight at all hours through the day and sign bills of lading for same." Their boats were spared the major disasters befalling others by eluding the snags and river obstructions which Archibald Irwin Jr. was concerned with as a member of the Cincinnati district snagging commission. They escaped boiler explosions, such as the one which cost the lives of a third of the 159 passengers aboard the steamer A.N. JOHNSON above Maysville, KY that December.

In late May 1847, Irwin & Foster's fine new HIBERNIA NO. 2 collided with the NEW ENGLAND NO. 2 (of which William Dean Howells' uncle, Capt. Dean, was Master). "But for the extraordinary exertion of the crews of both boats," the *Gazette* reported, "the accident would probably have been serious." By July a long drought grounded four Irwin & Foster packets between Pittsburgh and Cincinnati. In mid-December a flood with floating ice menaced their steamers and caused damage to buildings on Cassilly's Row. ["Our steamers" was the term of the representing agency with its wide range of services: advertising, public relations, booking of freight and passengers, recording all loading and unloading of freight, bills of lading, newspaper text, Merchants Exchange, U.S. Custom House postings, tax filings, etc.]

Irwin & Foster faced another hazard in the form of human desire to race steamboats. That winter their celebrated FASHION got into a race with BEN FRANKLIN NO. 6 between Louisville and Cincinnati, with the high profile incident playing out to newspapers in both cities. Soon the reading public read a circulated handbill presenting resolutions passed at a meeting of 54 passengers aboard the steamer FASHION at the time: "Whereas, in our passage this day from Louisville to Cincinnati, attempts were made by Capt. John

B. Summons of the BEN FRANKLIN NO. 6 to provoke a dangerous competition between the two boats by racing, and measures were resorted to by the FRANKLIN to cripple the FASHION or force her to shore running into her as she was coming after landing passengers. The passengers on both boats screamed with alarm and begged Capt. Anders to back off, which he did." [This committee of 54 passengers was an old custom of the time aboard steamboats and ocean ships to record in a formal, legal document, passenger observations, complaints, concerns or compliments. The said committee was usually chaired by a prominent businessman, civic leader, military officer or lawyer among the passengers for added authority. No captain could ignore such.]

To these charges, Capt. Summons made a lengthy answer in communications printed in the Louisville and Cincinnati newspapers. Wrote the skipper of the BEN FRANKLIN NO. 6, "So far as I am personally concerned and also my pilot at the wheel, the author betrays either gross ignorance or is guilty of willful and malicious perversion of the facts ... (The balance of the resolution being laudatory of Capt. Anders and his boat) I have nothing to say against. About 30 miles above Louisville the FASHION had just shoved out from the Kentucky shore when the FRANKLIN, pursuing her usual course in passing up the river alongside the FASHION, the latter boat was laid out nearly square from the shore against the FRANKLIN and would have materially if not fatally injured her, being a larger, heavier boat, had not the pilot at the wheel of the FRANKLIN, by my orders, given her the helm hard away from the FASHION and towards the Indiana shore, but not in time to prevent the FASHION striking the FRANKLIN doing some damage to her guards that yet show. The boats remained locked a few minutes, when the engines of the FASHION were stopped and the FRANKLIN permitted to continue her course."

As to the outcome of the race, Capt. Summons tersely corrected as a "wrong statement" the report in the *Cincinnati Commercial* "that the FASHION had beaten the FRANKLIN by six hours from Louisville to Cincinnati. [Not only were the reputations and egos of two well-known captains at stake but the pride of two fine steamers along with the cities of Louisville and Cincinnati.] "From Carrolton to Cincinnati

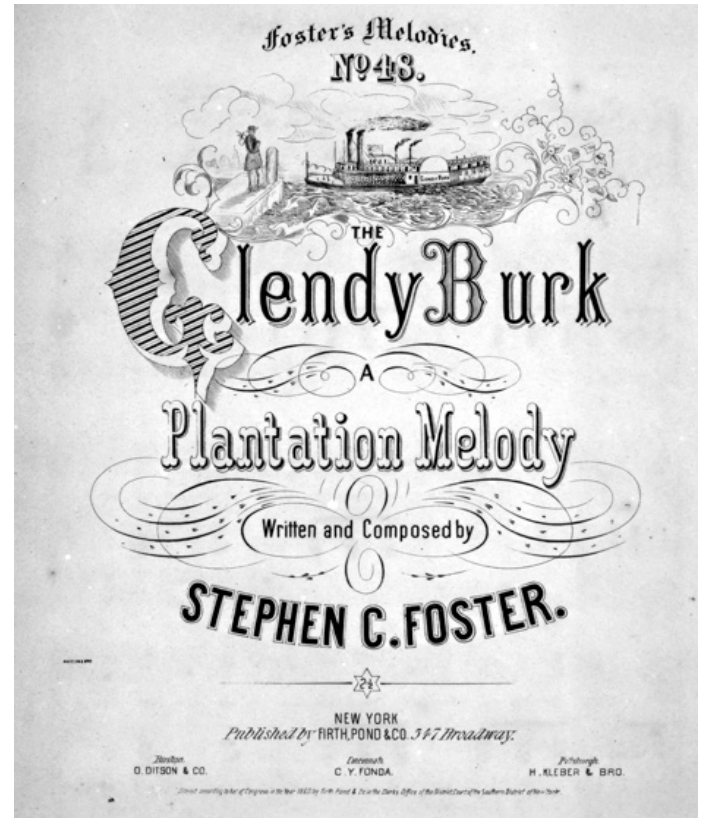
(some 80 miles), the FASHION was in sight of the FRANKLIN." But whereas the FASHION "did not stop her engines during that time," the FRANKLIN included "landing for passengers, mail and freight at Vevay, Warsaw, Rising Sun, and taking on 16 cords of wood." Inside facts were available from Morrison Foster, older brother of Dunning and Stephen. Morrison could describe the race and the alleged "shoving" as he saw it while a passenger on the FASHION returning from a trip to the south to purchase cotton for P.C. Morrison of Pittsburgh.

It was at the Morrison cotton warehouse and in his father's office that Stephen had learned clerical work and bookkeeping. His account books for Irwin & Foster were "notable for accuracy and neatness." In addition to his bookkeeping duties, his work took him up town in Cincinnati to make bank deposits at the Ohio National Life Insurance & Trust Company along with real estate deals. He also made routine calls to deliver copy and read proof for daily advertisements of packet departures, for which the rates were 75 cents for one insertion and 25 cents for each additional.

Dunning Foster's return came unexpectedly at the end of the year with the "Great Freshet of 1847." The Ohio had risen to 63 feet, stopping business along the river front. Although snow continued to fall, the steamer JAMESTOWN, up from New Orleans, was able to reach Cincinnati on December 17. Among the JAMESTOWN passengers, rowed to land in yawls, was Dunning Foster, late of General Scott's Army, weak after a serious illness in Mexico. So Christmas Day of 1847 found Dunning, Stephen and Archibald Irwin sharing what W. D. Gallagher termed, in his *Gazette* editorial on Christmas, "the manifestation of a joyous and grateful heart."

The happiest years of his life, Stephen afterward described his stay in Cincinnati. He was happy because Stephen Foster, steamboat agent, could also here be Stephen Foster, composer of music and verse. Cincinnati — sweaty, work-a-day port of Western river commerce — was likewise Cincinnati, the Queen City of the West. "Melodies appeared to dance through his brain continually," his brother Morrison recorded. And happily Stephen Foster, steamboat agent, on and off his job, found the materials which his creative imagination needed to

give reality and human appeal to his music and his verse. 



Sheet music for "Glendy Burk" published 1860. The steamer's actual name was GLENDY BURKE (2347), built by Howards in Jeffersonville in 1851. She was named for Glen D. Burke of Burke, Watt & Co. of New Orleans. Cobb & Manlove of Vicksburg, along with Capt. J. M. White were her owners.

THE GLENDY BURK

WORDS AND MUSIC BY STEPHEN C. FOSTER.

Moderately fast.

De Glen-dy Burk is a mighty fast boat, Wid a mighty fast cap-tain too; He sits up dah on de hur-ri-cane roof And he keeps his eye on de crew. I cant stay here, for dey work too hard; I'm bound to leave dis town; I'll

4061
En'd according to Act of Congress, D 1860 by Firth, Pond & Co in the Clerks Office of the Dist Court for the South'n District of NY.

Three S&D Members Honored by Pott Library in St. Louis

On Friday, March 27 the Herman T. Pott National Inland Waterways Library honored three longtime S&D members for their outstanding contributions to preserving river history through their writings and related activities.

Beginning at 6:00 p.m., the Wright and Swift Awards Dinner was held on the University of Missouri - St. Louis campus, with Ann Amantea Blum, Tom Dunn, and John White being presented awards in recognition of their efforts at “creating important works in the field of maritime literature, journalism or art.”

Annie Blum, as she is well known to her many river friends, was selected for her well-documented and personal look at the excursion steamer ADMIRAL in her book *The Steamer Admiral and Streckfus Steamers*. Tom Dunn, a member of S&D’s Board of Governors, was also recognized for his detailed history of the St. Louis Riverfront icon through her many incarnations as excursion boat, entertainment venue, and casino in his volume *Admiral: Glorious Mississippi Excursions*. Both Annie and Tom were recipients of the James V. Swift Medal, named in honor of former columnist at *The Waterways Journal* and another S&D stalwart as well.


John H. White was recipient of the Capt. Donald T. Wright Award in recognition of his work as former Curator and Senior Historian for the Division of Transportation at the Smithsonian Institution, in addition to several books on the history of early transportation in America which he has authored. Along with serving on the Board of Governors, Jack also has been a valuable contributor to the pages of the REFLECTOR, most recently through his indexing and documentation of Western Rivers steamboats built between 1811 and 1847.

Not surprisingly, all three of these honorees are represented by their personal reminiscences in past issues of the REFLECTOR over the last three years, and all are familiar faces at the annual gatherings of S&D each September at Marietta. A letter on behalf of S&D and the REFLECTOR was dispatched



Awardees at Pott Library on March 27 (L to R): Annie Blum, James V. Swift Medal; John White, Capt. Donald T. Wright Award; and Tom Dunn, James V. Swift Medal. Photo courtesy of Capt. Jim Blum.

to the festivities in St. Louis to convey our sincere congratulations to Annie, Tom, and Jack for this well-deserved honor.

In a related note, the Winter 2015 edition of *The Newsletter of the St. Louis Mercantile Library* mentions that “Pott Library volunteers Capt. Jim and Annie Blum headed down to Baton Rouge to pick up a very special archival collection — the New Orleans records of the Streckfus Steamers Company, which ran steamboat excursion trips out of St. Louis and New Orleans. The collection was donated to the Library by Louisiana locals Curran and Suzy Streckfus, and it will make a fine companion to the William F. and Betty Streckfus Carroll Collection, already in the possession of the Library. The Streckfus Collection picked up in Baton Rouge contains, among other things, photographs, news clippings, operational records, broadsides, books, scrapbooks, and artifacts, including whistles from the Steamer ADMIRAL.” 

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Steamer NATCHEZ Celebrates 40 Years

by Kenita and Steve Nicoulin Jr.

On her 40th birthday, the owners, captains, and crew of the Steamboat NATCHEZ teemed with excitement to celebrate an historic milestone in the life of one of New Orleans' most iconic landmarks. Over the last four decades, the NATCHEZ has weathered many storms, both figuratively and literally, but at her core beats a heart of tenacity and of resilience, much like the

city she calls home. There was only one way to appropriately celebrate such an occasion — with style.

In preparation for the big celebration, invitations went out to those employees who have dutifully served the New Orleans Steamboat Company for ten years or more. Employees eagerly



Front row, L to R: Capt. Steven Nicoulin Jr., Pilot Troy Delaney, Capt. Clarke "Doc" Hawley, Capt. Bill Wilson, Chief Scott Vieages, Gordon Stevens (CEO), Capt. Steve Nicoulin (master), Capt. Don Houghton (relief Master), Greg Hoffman (Gray Line CEO), Capt. Steve Villier, Capt. Robbie Mitchell, Sr. **2nd row standing L to R:** Clara Harrison (Operations), Paula Ricks (Reservations Manager), Robert Heyn (mate), Debbie Fagnano (calliope player), Ken LaPorte (Chief Purser), Eileen Dillman (Controller), Kathy Phillips (Executive Assistant), Tina Orgeron (Information Systems Manager), Adrienne Thomas (Director of Marketing & Public Relations), Deidra Edwards (Director of Sales), Tracy Fury (Assistant Controller), June Herron (Desk Sales Manager), Jim Fewell (Hotel Sales & Tour Operations), Susan Britwar (Concierge). **3rd row standing L to R:** Joseph Luketich (Jack of all trades), Robert Montelepre (Controller, Gray Line), Elaina Williams (Telephone Sales), Danielle Taylor (Telephone Sales), Kevin Clivens (Watchman), Carolyn Smith (Tour Sales), Scotty Vieages Jr. (Engineer), Karen Gaspard (Gift Shop Sales), Dane Bono (Group Sales), Roy Smith (Marketing & Outside Sales), Janice Remble (Telephone Sales), Juan Mendivil, Jr. (Engineer), Clarence Jordan (Watchman). Photo courtesy of the New Orleans Steamboat Company.

looked forward to the celebration that was to take place, especially those crew members who have served the NATCHEZ since her first cruise down the Mississippi. The event was to be held at the Riverview Room in Jax Brewery, next to the dock of the steamboat. The date was set for Monday, April 13, at seven o'clock in the evening.

Esteemed guests at the Riverview Room were treated to a delectable cocktail hour while viewing photographs, videos, and other memorabilia regarding the crew and boat. During the dinner portion of the evening, special regards and memories were shared by Gordon Stevens, CEO of the New Orleans Steamboat Company; Bill Dow, owner of the New Orleans Steamboat Company; Captain Clarke "Doc" Hawley, first Master of the Vessel (retired); and guest speaker Gary LaGrange, President and CEO of the Port of New Orleans.

The commentary was lively and reflective with many speeches regarding notable and humorous memories shared by those gathered. Laughter often pervaded the air while crew members reminisced on their time spent aboard the NATCHEZ. Owner Bill Dow best summed up the evening with his quote, "Over the past years, through thick and thin, and there have been a few mighty thin times, certain words have come to my mind. Those words were written in *Henry V* by the great William Shakespeare, and spoken by Henry before the Battle of Agincourt in 1415, just 600 years ago. Henry's army was out numbered 3 to 1, and they are fighting on French soil. There seemed to be no way the English could win, but they did. Here are Henry's words to his knights on the eve of the battle: 'We few, we happy few, we Band of Brothers.' And I do not believe it is over the top if I were to now say to you, 'We few, we happy few, we Band of Brothers and Sisters.'" Toward the conclusion of the evening's festivities, employees were gifted with a crew photograph of party attendees, a DVD of crew reflections, and several other anniversary keepsakes. A good time was had by all who attended the wonderful event. The celebration was truly a night to remember.

The Steamer NATCHEZ's 40th anniversary celebration was quite the occasion to remember. This milestone, however, could not have been

reached without the commitment and dedication of her past and present crew. It is because of this dedication and loyalty that countless guests have been able to enjoy the panoramic views of New Orleans while being transported back in time. The NATCHEZ looks forward to many, many more years of proudly steaming down the mighty Mississippi. 🕒



Capt. Bill Dow, owner of New Orleans Steamboat Co., helps celebrate the 40th Anniversary of the NATCHEZ while CEO Gordon Stevens beams his approval. Photo courtesy of New Orleans Steamboat Co.



Two NATCHEZ professors extraordinaire: Capt. Doc Hawley and Debbie Fagnano at anniversary celebration. Photo courtesy of New Orleans Steamboat Company.

In preparation of this article, your editor asked Matt Dow to send some of his favorite photos of the NATCHEZ for inclusion in this anniversary story. Matt obliged us with a treasure trove of images, some of which commence on the next page. Enjoy!

Images from Matt Dow's NATCHEZ Photo Album



*All photos courtesy of Matt Dow. An early phrase often describing the new steamboat was "Nothing matches the NATCHEZ."
Like a precious handful of other classic Western Rivers boats, she presents a stunning appearance from any angle.*

W. W. and COLUMBIA: Almost Twins?

In the Good Old Summertime of bygone days, the Upper Mississippi, like so many other inland rivers of this country, played host to excursion boats large and small. Pictured here are two of those annual visitors at the little towns and landings during those warm, carefree days of yore. Woody Rutter, in his laudable efforts at downsizing, has gifted your editor with some real gems which we will share with you from time to time. These two photos were

among Woody's most recent "bequests." Penciled on the reverse side of the photos was the comment "almost twins." Pictured here are the COLUMBIA (top) and the W. W. At first glance, there are indeed some striking similarities between the two boats. But with the true perseverance of a steamboat sleuth, our former editor has taken magnifying glass in hand and carefully checked out the details which distinguish one from the other. 🕒

Woody noted that this photo of COLUMBIA (1246) appeared in Moonlite at 8:30. Clues to her ID are the single mast and double hog chain braces. An early view of the steamer appeared in June 1982's REFLECTOR on page 38. She was built in 1897 at Clinton, IA for W. J. Young of that city and operated as an UMR packet out of St. Louis. Her 166.5 x 33.6 x 5-foot hull (about same size as IDLEWILD/AVALON) carried engines 14's with 6-foot stroke. Capt. Walter Blair and associates bought her in 1905 and remodeled her into an excursion boat. She was sold again in 1912 to Capt. Herman F. Mehl of Peoria, who ran her in the Illinois River excursion trade until the night of July 5, 1918, when she was snagged and sunk in a fog near Pekin, IL with the loss of 89 lives. That tragic story is told in The Wreck of the COLUMBIA by Ken Zurski, reviewed in our December 2012 issue. The photo opposite right shows the W. W. (5666) with her excursion barge. Identifying clues here are her A-frame mast and single hog chain braces. When photographed with her barge in view, she is immediately recognizable. First built as the rafter CITY OF WINONA at Dubuque in 1882 for the lumbering firm of Youman's Brothers, 137 x 29.1 x 4 with engines 13's with 5-foot stroke. She was rebuilt in 1905 by Capt. John Streckfus as an UMR excursion boat and renamed for Capt. D. Walter Wisherd, the only non-family member of the company so honored. Sold again in 1917 and in 1921.



DELTA QUEEN at Houma

by Judy Patsch

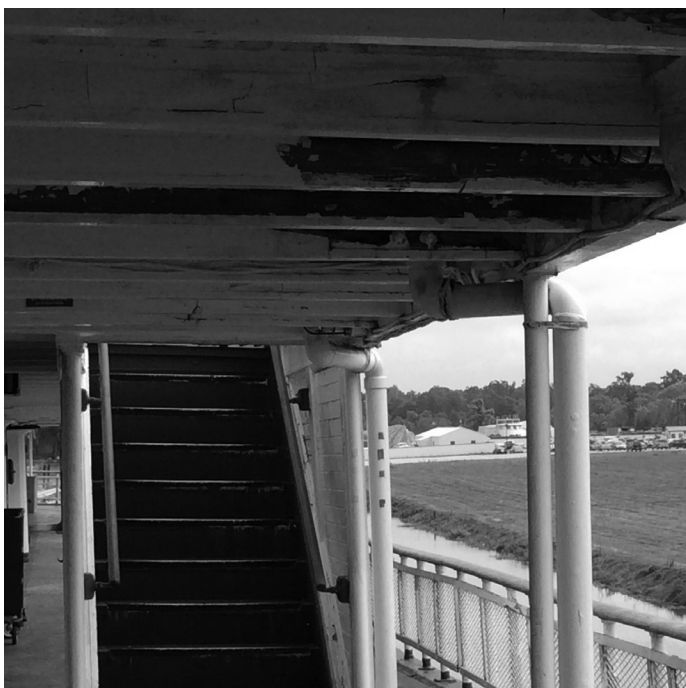
Doc Hawley and I drove over to Houma, LA on April 22 to visit the DELTA QUEEN and Capt. Mike Williams. She is not hard to find, quite obvious as you come over the Prospect Avenue Bridge (LA 3087). She has quite a bit of land separating her from the businesses in the area and is far enough from town that I was relieved not to have to think about local kids coming to do whatever to her (adults too, I suppose.)

She is not in the pristine, shining white we are used to, but when you see these pictures, be aware that although there is rotting wood and fading paint, there is also evidence of scraping and patching which has already been done by the small crew. So not all of the blotches are 'damage.' While her exterior shows the results of winter weather and no 'makeup' jobs for several years, her interior public rooms are in amazingly good shape. The only damage visible was a small area under the Texas Bar in the Forward Cabin Lounge, a result of leaking from the bar. The few staterooms that were open looked fine too. There is no way to deny there is a lot of work to be done, but she couldn't have a more caring and positive person in charge than Capt. Mike Williams. If every Congressman could talk with him, that exemption would be on the books pronto.

The DELTA QUEEN left Chattanooga for the New Orleans area in late March, with an arrival date in early April, and I had a New Orleans trip scheduled later that month. So was there any doubt that I would be heading over to see her? Actually there was. A word of explanation: many of you know I did not set foot on her in Chattanooga. I had been spooked out when touring the QUEEN MARY, for which I had no emotional attachment, and I feared I might 'lose it' if I came to a lifeless DQ. Today however there is life — you can't spend five minutes around Capt. Mike and not feel it. And now that she is in the hands of people who care, there is hope. And while she is in worse shape now than the last time I saw her, I didn't have the

feeling I was on a dead boat — and certainly not while listening to Capt. Mike as we roamed the decks. LONG LIVE THE DELTA QUEEN! 🍷





Previous page: The slip in which the DQ sits has about 11 feet of water. Her head is hard against the bank. Capts. Doc Hawley and Mike Williams make an inspection tour.

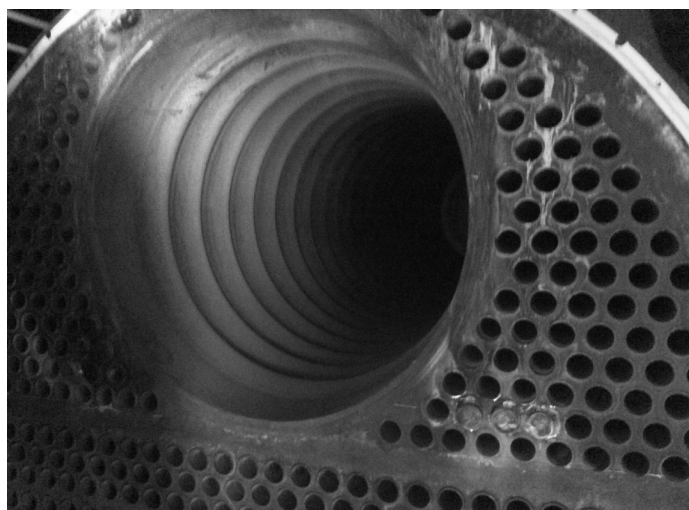
Top to bottom, left column: Open Texas Deck gate shows how close the boat is to the bank. Texas Deck overhead reveals needed work, while Texas Lounge looks ready for a sing-along. Top to bottom, right column: View down the grand staircase, looking aft on starboard side Sun Deck, and Sun Deck stern. Calliope whistles have been removed for safekeeping.



Above left: Port side Sun Deck looking forward, pilot house interior, and view toward stern from starboard wing bridge. To right: A five foot section was removed from the stage to prevent the ends from extending beyond the sides of the boat during transit while the stage lay athwartship on the forecastle. In bottom view, notice the position of the monkey rudders aligned so that they would not be damaged when the boat's stern was faced up to the barge during towing.



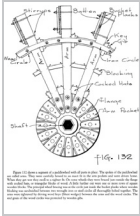
Judy snapped this final photo of “the ever-vigilant Watchman” on the head of the boat. A big thank you from all our readers to the Cookie Lady from Rock Island for her “Live from the DQ Report” and extensive photo update of Her Ladyship.



Included with Judy’s DQ shots was this lagniappe of the interior of NATCHEZ’s Cleaver Brooks firetube boiler “Thelma.” We seem to recall that the DQ’s Foster Wheeler watertube boilers still in place were World War I surplus originally destined for U. S. Navy destroyers.

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In addition to the views at Houma shown on these pages, we also received several photos from Ted Guillaum when the DQ departed Chattanooga on March 22. Ted wrote: “I have attached a few photos that I took of the DQ departure. The first one is of Mr. Cornel Martin, the Ingrams, and other dignitaries cutting one of the three cakes served to the large number of people on the SOUTHERN BELLE.” The lower views show the DQ in tow of the m/v J. W. HERRON.



Small Stacks

Draw Them, Then Build Them

by John Fryant

A Reprint of Alan Bates' Article in Fall 1954 *Ships and the Sea Magazine*

For years model builders have steered clear of making Western Rivers steamboat models, even though models of almost everything else have become popular. The reason for this is that there are no drawings suitable for the purpose that can be had easily. It is necessary for the modeler to prepare his own, and not too many modelers are eager to do so. This is really not the difficult job it has been made out to be by river fans. The only things required are the desire to do the work, enough information and a little imagination.

When steamboat builders designed boats they did not make detailed drawings. They prepared a deck plan and an elevation, and did the rest of the design in the loft with full scale battens and scale models. Hulls were designed by screwing layers of wood together and carving half models. Ribs and planking were drawn directly on the model and the shapes transferred to the actual members from it. Drawings for boilers and machinery were made by the manufacturers of these items, but they were not used for placing them. Since labor was fairly stable in those days, the men had sufficient experience to enable them to work without detailed drawings.

There is a surprising number of sources of information available to the modeler, and most of them are eager to serve anyone with a genuine interest in river affairs. One of the best sources I've found is the Steamboat Photo Company of Sewickley, PA, which has pictures of hundreds of steamboats. The owner of this firm seems to operate it as one of his many philanthropies, and he always includes a certain amount of thumbnail history on the reverse of the photos. Also, the libraries and museums of the entire Mississippi Valley are literally loaded with useful data. Since many of these collections are not catalogued, it is frequently necessary to dig through them until you find the information you want. This is not a disadvantage, even though it takes a terrific amount of will power to cast aside useless but intriguing papers. The sidelights cast upon the main subject serve to give depth to your research.

You'll find that your most interesting and detailed

information will come from the memories of people who knew the boats firsthand. But remember, when dealing with rivermen, they are being asked to dredge back into recollections of from 20 to 50 years ago. Facts and impressions of that long ago tend to blend together, and the features of one boat may be transferred to another. Aside from the relative accuracy of their remembrances, though, time spent with river folk is never wasted, for juicy tidbits of detail tend to pepper their conversations. You could find these particulars nowhere else.

Learn everything you can about the steamboat you would like to model, right down to the size of the patch on the fireman's pants. Dig up old newspaper accounts of her. Get hold of every known photograph. No picture is too small, too fuzzy, or too anything to be of use. If you find a shot in which only her stacks show at a crowded landing, study that print. Take a good look at her sister ships, for boats by the same builder and those owned by the same company or operating in the same vicinity have many similar characteristics. If her name has been changed one or more times, keep track of them all. Learn her principal dimensions, especially the following: hull length, width, depth and sheer; main deck width and crown; paddlewheel diameter and length. In the case of a sternwheeler, learn the stroke of the engines. It is a good idea to select the boat you want to model with all these points in mind. Sort of like the dictum that it is as easy to fall in love with a rich girl as with a poor one. Very few of us do that either.

Using the principal dimensions and a good side view, you will be able to find the supplementary measurements needed for detailed drawings. Here is how it is done. Take the given hull length, measure the photo at any convenient scale and divide the measurement into the length. Use the quotient as the factor for multiplying the measurements to get the dimensions.

For example, the INDIANA built by Howard Shipyard in 1900 was 285 feet long. This was the inside hull length, so about two feet should be added to this for the over-all dimensions, making it 287 feet. In a side-view photo she measures 178/40 of an inch. $287 \div 178 = 1.61$. This is the factor to use for measurement taken from the picture: each 1/40" on the photo equals 1.61 feet on the prototype. Because of the immutable laws of perspective, it will be necessary to correct even this dimension. Vertical measurements should be taken as close to the fore and aft center as possible. Horizontal measurements should be made along the center line (imaginary) of the boat. The foreground parts measure larger than they should and the background parts smaller. Allowing for these difficulties (and they will give you

fits), measure the photo and multiply by the factor to get the unknown dimensions of the steamboat.

The order of drafting is the same as for a new house. Draw the plans of the various decks first, then the sections and elevations more or less simultaneously. To draw the plan, lay out the hull center line and the wheel shaft center line. These lines are the only ones that will “hold still” for reference between the various drawings, because of rake, set-back, etc. Lay out the known dimensions, working forward and aft from the shafts and out from the center. Fill in the details from the photos. These will not fit exactly for the reasons given in the discussion of perspective, so a policy of constant compromise must be followed. Mistakes can be avoided by considering the purpose of the feature in question and by keeping in mind the size of a man.

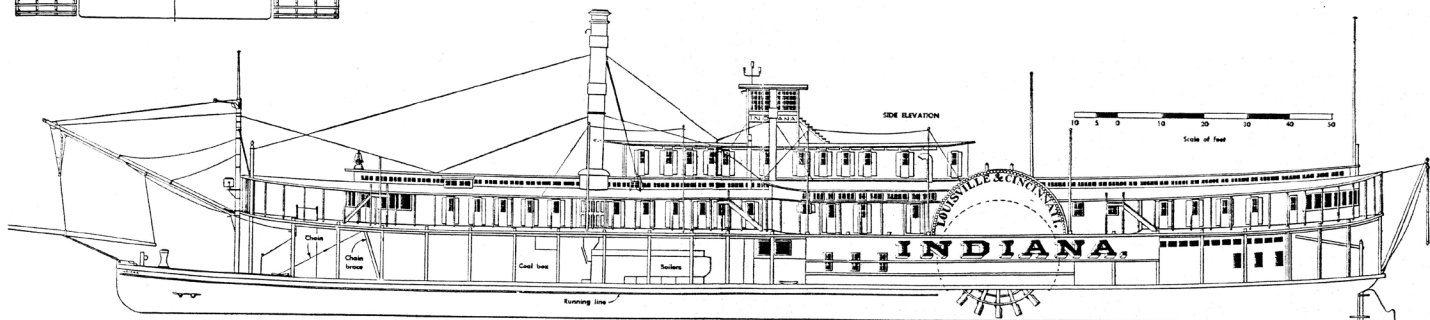
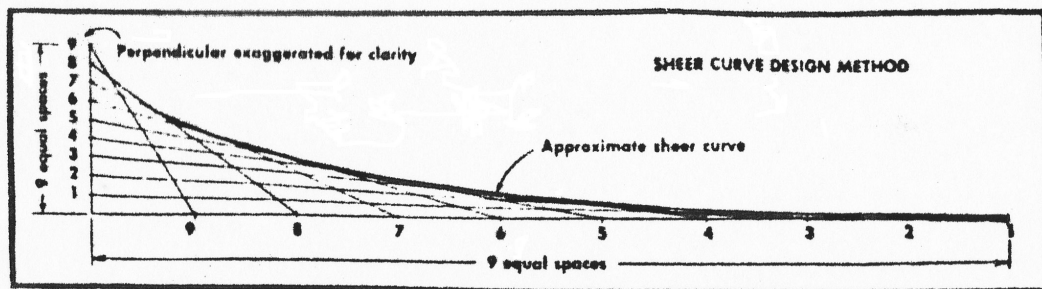
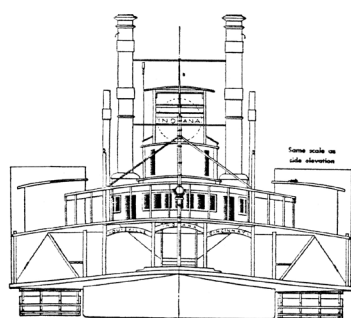
The sheer and crown curves probably add more grace to the appearance of the model than any other lines. The sheer is usually expressed in feet of rise at bow and stern. Here is how the curve was laid out in the loft by one builder [*Howard's sheer curve - Ed.*]

A horizontal line was drawn tangent to the harping at the low point in the dead flat. Vertical lines were drawn at the perpendiculars. The lines were then divided into an equal number of parts — 10 in the perpendicular and 10 along the tangent. The farthest point on the horizontal was connected to the lowest point on the perpendicular; then points were joined proceeding upward and toward the perpendicular until the curve was formed as a series of obtuse angles. This was not the end. Because the deck was crowned it was necessary to exaggerate the curve as the harping approached the center and this was eyed

until it was all right. The crowns were practically arcs of circles and were expressed as the altitude of the segment. The crowns of the upper decks had sharper radii than the lower.

It is necessary to repeat curves from time to time, or rather from place to place in the drawings. Sheet battens are made for this purpose. The curves must be fair in their transitions from long to short radii. To fair them, obtain a strip of $1/8" \times 1/4" \times 4'-0"$ pine with dead straight grain. For long radii leave it thick. For short turns plane or sand it until it will bend properly. The result is a long, thin wedge. Tape or weight it to a sheet of thin wood or cardboard and trace the correct curve. Cut the sheet batten along this line and use it like a French curve. This batten should be preserved for checking the model as it progresses.

Draw the entire boat and sketch the details. Then show your plans to every adviser you can. They cannot offer any help until this is done. The flaws will be noted, however, never fear. This is the crucial point of the project, for it is now that you must decide to start over or salvage what has been done to this point. After the air clears a little bit the drawings can be finished with some assurance that they are good. [*Alan fascinated his audience by giving a demonstration drawing of the Howard sheer curve at Howard Museum's River Rambling program on July 18, 2009. - Ed.*]



150th Anniversary of SULTANA Disaster Remembered

by Sharon Cunningham

In 1987, Norman Shaw, an attorney from Knoxville, TN, formed the first Sultana Descendants Association in Knoxville, with around fifty people who had ancestors in the Union 3rd Tennessee Cavalry of East Tennessee. The reunions of these people as well as those from all over the country whose ancestors were on the fateful last trip of the Steamer SULTANA were held in Knoxville for several years thereafter.

Later meetings were held in Vicksburg, where many of the just-released Union prisoners of war were brought to be loaded onto the SULTANA. Other gatherings were also held in Nashville/Franklin, Andersonville, Chattanooga, Cincinnati, Mansfield, OH, and in Memphis. This year the SDA&F met in Marion, AR, nearest the place where the SULTANA exploded her boilers and burned on April 27, 1865, killing an estimated 1,700 Union soldiers and close to 100 civilians and crew members, including her captain, J. Cass Mason.

Also on board were twelve Sisters of Charity, lay volunteers of the U.S. Christian Commission. It is thought all of these courageous ladies died in the explosion. However, one author, Gene Salecker, states in his book *Disaster on the Mississippi: The SULTANA Explosion, April 27, 1865* that perhaps one of these Sisters of Charity survived. Although I am not a SULTANA descendant, I am vitally interested in the names of these twelve ladies who willingly put their own lives in jeopardy to succor those recent prisoners of war. These unknown courageous women should not be forgotten.

Approximately 150 members of the Sultana Descendants Association and interested Friends attended the 2015 meeting in Marion. This event began on Thursday evening, April 23, with introductions and getting to know one another. Throughout the weekend, speakers Dr. Doug Cupples, Jerry O.

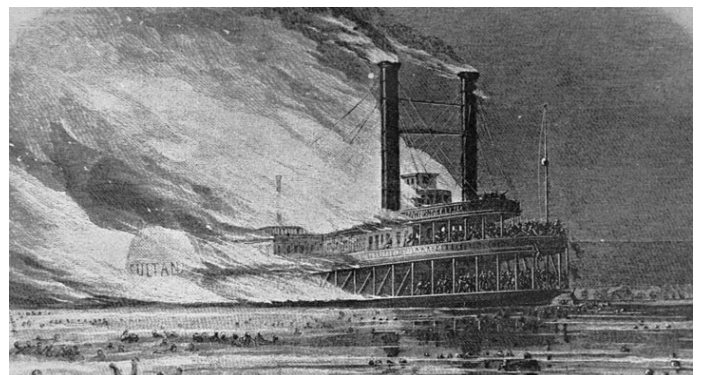
Potter, Norm Vickers, Gene Salecker, and others held presentations on various aspects of the Civil War in and around Memphis/Marion as well as the terrible history of the SULTANA.

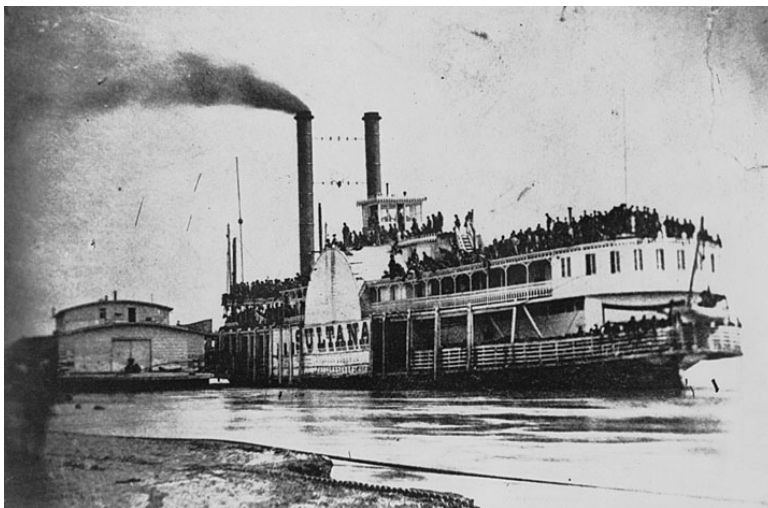
A visit to the temporary home of the Sultana Disaster Museum revealed the degree of enthusiasm and effort that the people of Marion, AR and Friends have thus far put forth in memorializing the people and events surrounding the SULTANA's demise. It is their hope that sufficient funding can be realized to erect their own building in Marion.

On Saturday, April 25, a dinner cruise on the MEMPHIS QUEEN III to a point seven miles upriver of Marion and Memphis at the site of the SULTANA explosion, gave opportunity to the Descendants to throw red roses (for survivors) and white ones (for those lost) into the Mississippi River. This Memorial Service was one of the most moving highlights of the weekend.

On Sunday, the group visited the National Cemetery off Jackson Avenue in Memphis, where 23 Union soldiers are buried. These men survived the initial explosion and burning of the SULTANA, but died from injuries, scalding and burns in Memphis hospitals. Jerry O. Potter, Memphis attorney and author of *The Sultana Tragedy: America's Greatest Maritime Disaster*, was the guide at these gravesites.

On Monday evening, actor Sean Astin, who was co-executive producer with Mike Marshall, narrated the hour and a half - long documentary "Remember the Sultana." The program was aired for the first time at the Paradiso-Malco Theatre on Mendenhall Avenue in Memphis, with an estimated 375 people in attendance. This showing was a fitting conclusion to the 2015 meeting of this group so dedicated to the memories of their ancestors! 🍷





This view of SULTANA (5216) dangerously overloaded with Union soldiers was snapped on April 26, 1865 at Helena, AR, the day before disaster struck. The fifth steamer of this name, she was built in Cincinnati at John Litherbury Boatyard in 1863 for Capt. Preston Lodwick for the New Orleans trade. Her 260 x 42 x 7-foot hull measured 660 tons, and she was powered by engines 25's with 8-foot stroke turning paddlewheels 34 feet in diameter by 18 feet. She had four tubular boilers, which Capt. Way notes were "quite a fad at the time." Sold in March 1864 to a group of investors at St. Louis, with Capt. J. Cass Mason her new master. For details of her fatal trip see the REFLECTORS of June and September 1965. Photograph courtesy of Murphy Library, U of Wisconsin - LaCrosse.



Middle above: Attendees at the Sultana Descendants and Friends event, which honored those who were involved in the 150-year-old disaster. **Bottom above:** Laying of wreaths at the Monuments honoring those lost on the SULTANA on April 27, 1865. **Middle right:** A 16-foot model of the SULTANA, restored by Sultana Friend Gene E. Salecker of Chicago, and donated to the Museum in Marion, AR. **Bottom right:** MEMPHIS QUEEN III, on which the Sultana Descendants & Friends gathered for a dinner cruise and memorial ceremony. Photographs courtesy of Sharon Cunningham.

Back Cover

Graceful sheer and camber of the NATCHEZ is shown to great advantage in this view of the boat below the Crescent City Connection as her pilot blows the landing whistle and Debbie Fagnano serenades the French Quarter on the calliope. Photo courtesy of Matt Dow.

