Steamboats

Dellmon Collection

Cammie G. Henry Research Center

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Originally the 2nd Kate Adams.
Joseph LaBarge, Master.
First boat to ascend the Missouri River to Ft. Benton.
B. L. Hodge, Monsoon, St. Nicholas, and Cuba are correct names for four of the boats in the group picture, which was taken in New Orleans. These names read from the right. One of the other boats (the one I do not know) is listed as J. Palmer—ah well or may not be accurate.

In the other group picture, the W. B. Arthur is listed as being built in 1864, while the Cornelia, Henry Ames, Lizzie Gill were built in 1865. Or so the information says, which somebody jotted in the margin over each boat.
A Margaret's Bakery delivery wagon appears in the picture of the Frank Pargoud, and a notation says that "The Margaret statue was erected to her in New Orleans for her kindness to orphans."
Tennessee, a short trade packet of the St. Louis & Tennessee River Packet Co.

Julien Poydras. Later purchased by the Eagle Packet Co. and converted into a towboat called the Eagle.
M. W. Kelly, a Florida packet built by the Howards.

Left to right: W. C. Hite, a ferry. H. M. Carter making her trial run at Jeffersonville. And the Veda, a Muskingum River towboat.

Did the Louisiana come from the Lower River? I don't have much information about her. In the picture she is shown at
John K. Speed sunk on the falls at Louisville. Note the break of old wooden dam which she hit. Also note freight piled high on her Texas roof.
Ora Lee of the Lee Line, rolling up slow. She later turned over at Ashport.
The second Belle Memphis appears in the snow scene. Note a museum boat just below the Anchor Line wharfboat.
The D. H. Pike is shown landing at Alton on her way to St. Louis with Calhoun County apples. Formerly the Ohio River packet Benton McMillan, according to a friend of mine. And later the second Bald-Eagle.
Cap't L. V. Cooley's Conchita; perhaps the last one of that name. Note close resemblance to the first boat built by Capt. Cooley. Cap't Cooley can be seen on the hurricane roof between the smokestacks. Note his high hat which was characteristic of him.
N. O. and St. Louis Packet Tom Jasper in late '60s
The LIBERTY with a bone in her mouth

Steamer Transporter with 5,433 bales of cotton.
Shallow-draft stern-wheelers add to the picturesque scene of "Oh! Man River" and many of his tributaries in the Deep South.
THE "V. J. KURZWEIG..." The first, and possibly the only diesel-powered stern wheel packet to travel U. S. waterways, the "Kurzweg" was the largest of the company's boats. It was built expressly for Consolidated and designed with the idea of reducing fuel costs and operating costs. The "Kurzweg" marked the turning point in the company's history, as it was the last of the packets. Retired in 1941, the "Kurzweg" gave way to faster, more economical forms of transportation which ushered in their own with better highways, improved commercial vehicles.
Traffic Bridge, ALEXANDRIA, La.

Red River Bridge at Alexandria La

The SUNRISE nearing completion at Howard Shipyards for Capt. J. W. Brinker and associates (Red River Line) of New Orleans. All Red River Line steamers had a STAR between the chimneys. The Sunrise was one of a fleet of steamers operated in the late 1800s and early 1900s between Shreveport and New Orleans. Capt. Brinker died shortly after she was built. She was named SUNRISE because she had an electrical device on the star between her chimneys which, when operated at night, simulated the rising of the sun.

Still steamboating on the Mississippi—Survival of the storied days when packets plied the principal rivers throughout the Mississippi Valley is the “Tennessee Belle,” shown tied up at New Orleans. To the accompaniment of less excitement in the surrounding countryside than prevailed in Mark Twain’s time, the “Tennessee Belle” makes calls between New Orleans and Greenville, Miss., towing barges laden with rice, sugar, coffee and canned goods. Capt. J. E. (Dick) Dicharry is master of the boat.
On the morning of April 7, 1862, a Union force under Admiral Farragut seized Forts St. Philip and Jackson on the Mississippi River near New Orleans. It was part of a major campaign to control the river and strengthen Union forces in the Gulf of Mexico. The fortifications were captured after a naval bombardment and a subsequent land assault. The victory marked a turning point in the Western Theater of the Civil War and helped pave the way for the eventual capture of New Orleans. The significance of this event was that it allowed the Union to control the Mississippi River, which was crucial for transporting supplies and troops to the southern states. The success of this operation had far-reaching implications for the remainder of the war.
Old Mississippi River Steamboat Takes a New Lease on Life

April 10 Sailing to Take In T.V.A. Developments and Mark Twain's Country

The veteran Mississippi River steamboat, Gordon C. Greene, one of the few survivors from the colorful days of inland river travel, will begin its 1943 cruise season with a sailing from Cincinnati to New Orleans, April 10. Inasmuch as the war has restricted virtually all civilian travel by ship to inland waters, the cruise program of the Greene not only will be a reminder of an important and romantic phase of the settlement and commercial development of the Mississippi area but will provide one of the few opportunities now available for holiday journey aboard ship.

The Greene's cruise schedule this year closely coincides with the April 13 dedication of the Jefferson Memorial in Washington. The Louisiana Purchase made by Jefferson in 1803 opened a vast new territory, once considered part of the Ohio River.
Steamboat Days

The following article is a review of an article written by Dr. H. Philip Norman of New York City and published in the Louisiana Historical Quarterly of April, 1944.

The period covered by Dr. Norman is from 1814 to 1929, and information is drawn from the Daily Times-Tribune and from Red River authorizations. The review was prepared by Hunter Jarman and S. E. Barnes of the Times-Tribune.

COLUMBIA. Built in 1884 at Madison, Indiana, steamboat, hull 178 feet by 35 feet by 10 feet, draft 9 feet. First owner, R. C. McRae, purchased, N. by R. C. McRae, Mississippi in 1885. Paroled at New Orleans, Louisiana, November 26, 1863. Formerly, the Georgia and Arkansas Rivertown.

Here Comes the Showboat!

Goldenrod Showboat

The article discusses the history of steamboat days, focusing on the steamboat Columbia and the Goldenrod Showboat.
The J. E. TRUDEAU just after launching at the Howard Shipyards of Jeffersonville, Indiana for the New Orleans and Bayou trade. The TRUDEAU ran on Bayous Teche and Bonaf. Photo by J. E. Trippitt.

Red River Liner  Jesse K. Bell
Kentuckians left New Orleans with a boatload of money following Lexington's last race and second victory over Lecompte, April 14, 1855. Lexington went blind in stud. NEXT: Lexington's Famous Sons.
Q. When was the race on the Mississippi between the steamboats, Robert E. Lee and Natchez, and which one won?

A. The race started at New Orleans, La., at 4:55 p. m., June 30, 1870. The Robert E. Lee arrived at the finish line, St. Louis, Mo., at 11:09 a. m., July 4, and the Natchez reached St. Louis at 12:53 p. m. the same day. The elapsed time for the Robert E. Lee was 90 hours and 14 minutes, and for the Natchez, 92 hours and 2 minutes. The distance at that time was 1252 miles.
START OF EXCITING RIVER RACE

The new steel steamboat Chris Greene (right) was declared Speed Queen of the Ohio river after a 28-mile race with the Betsey Ann, up the river from Cincinnati to New Richmond, Ohio. The Chris Greene won by two lengths after a thrilling contest which lasted two hours and 25 minutes. We show the start of the race at Cincinnati, July 22nd, 1928.
THE 'LORAINE K'... named for Margaret Loraine Kurzweg, daughter of V. J. Kurzweg, Sr. The 'Lorraine K' was in its day the largest and fastest packet operated by Consolidated. It made possible transportation of greater volume of merchandise thereby substantially reducing costs on goods to the waterway territory.

THE 'LIBERTY'... was designed to carry heavy loads at what was then remarkable speed. This boat, as the others, also served as common carriers for others doing business in the South Louisiana territory.