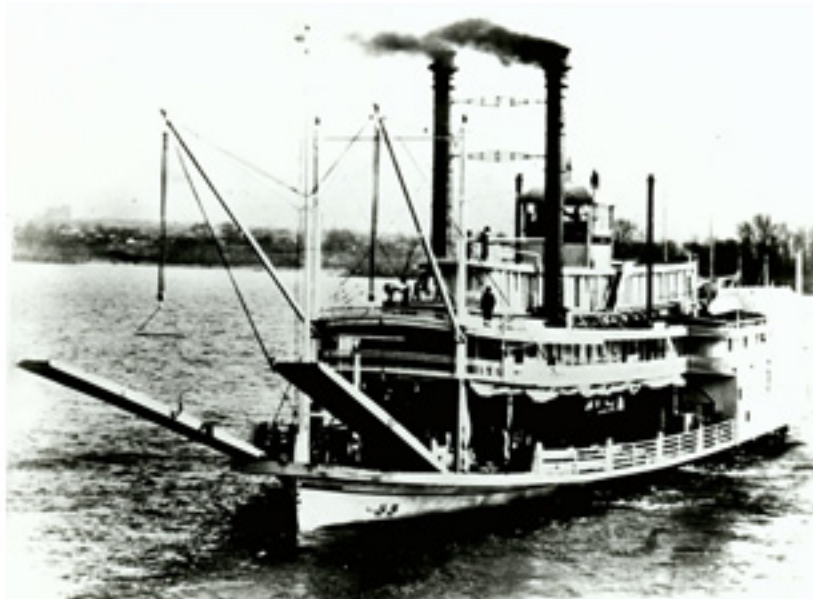


Steamboats

Dellmon Collection

Cammie G. Henry Research Center

contact wernet@nsula.edu



1812.jpg

9226 BALES

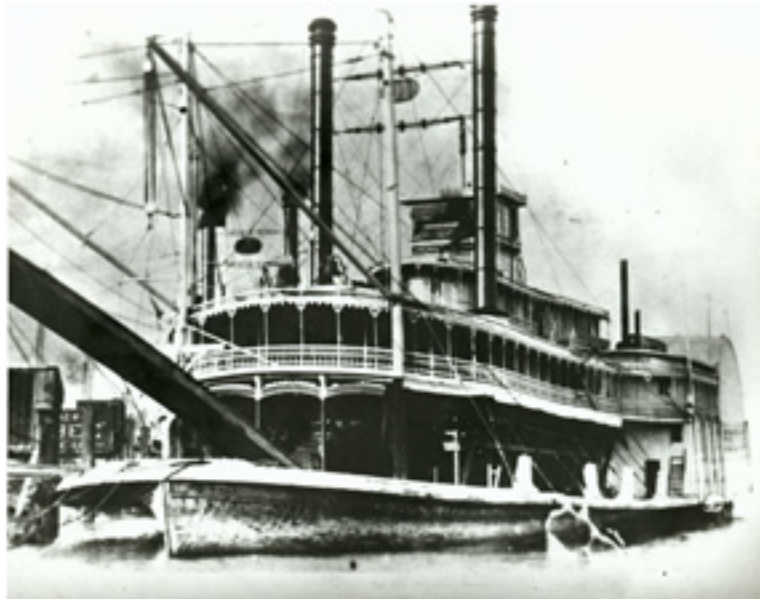


1813.jpg



VICKSBURG, MISSISSIPPI, WHARF - 1868
STEAMERS: J. M. White : Ed Richardson
W. S. Hoye : Le Flore

1814.jpg



1815.jpg



1816.jpg



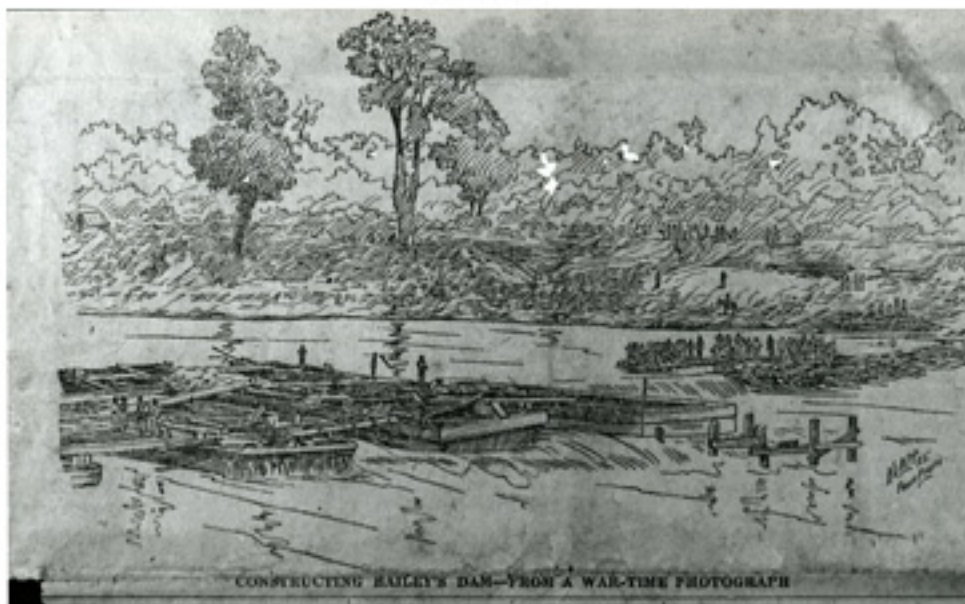
2092.jpg



2092b.jpg



2093.jpg



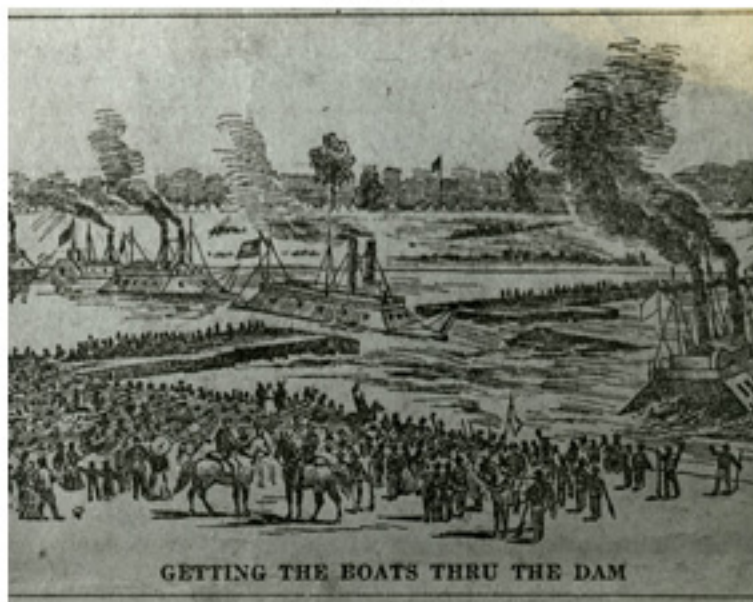
CONSTRUCTING BAILEY'S DAM—FROM A WAR-TIME PHOTOGRAPH

2193.jpg



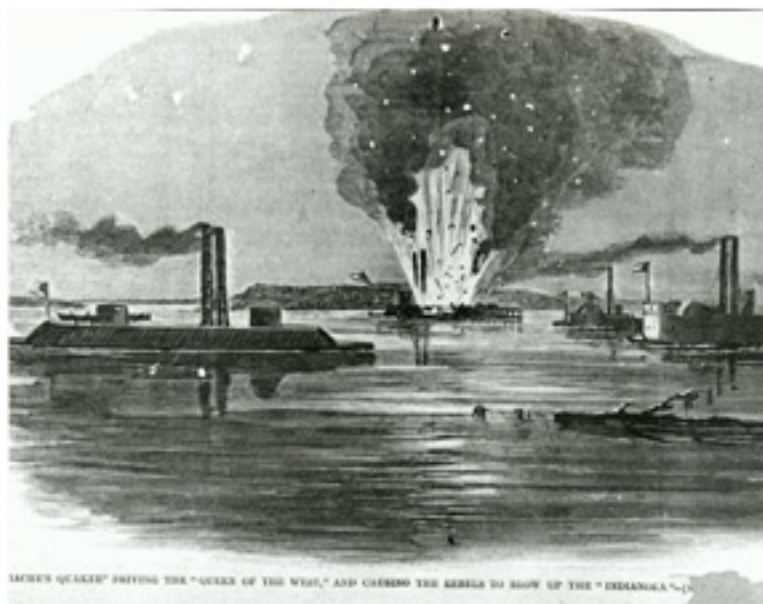
GETTING THE BOATS THRU THE DAM

2194.jpg



GETTING THE BOATS THRU THE DAM

2194b.jpg



THEYER QUAKER' DRIVING THE "QUEER OF THE WEST," AND CHIEF OF THE RIVER TO SHOW OF THE "DEAN'S."

2196.jpg



701.jpg



7723.jpg



7724.jpg



7725.jpg



7728.jpg



7729.jpg



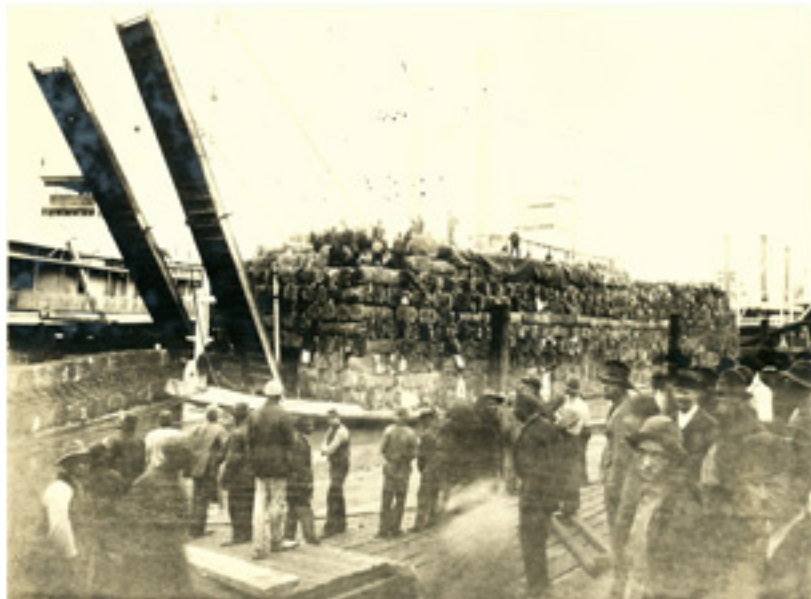
7730.jpg



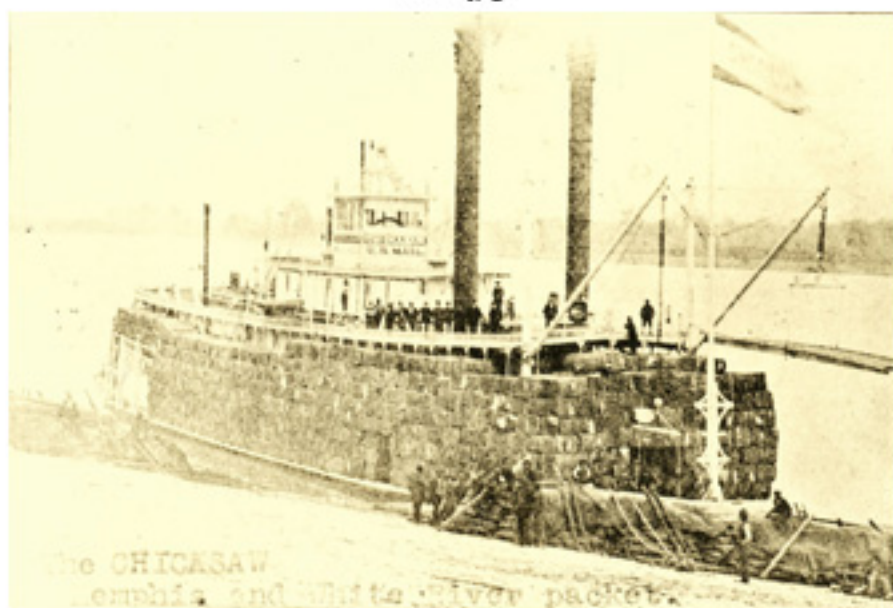
7731.jpg



7732.jpg



7733.jpg

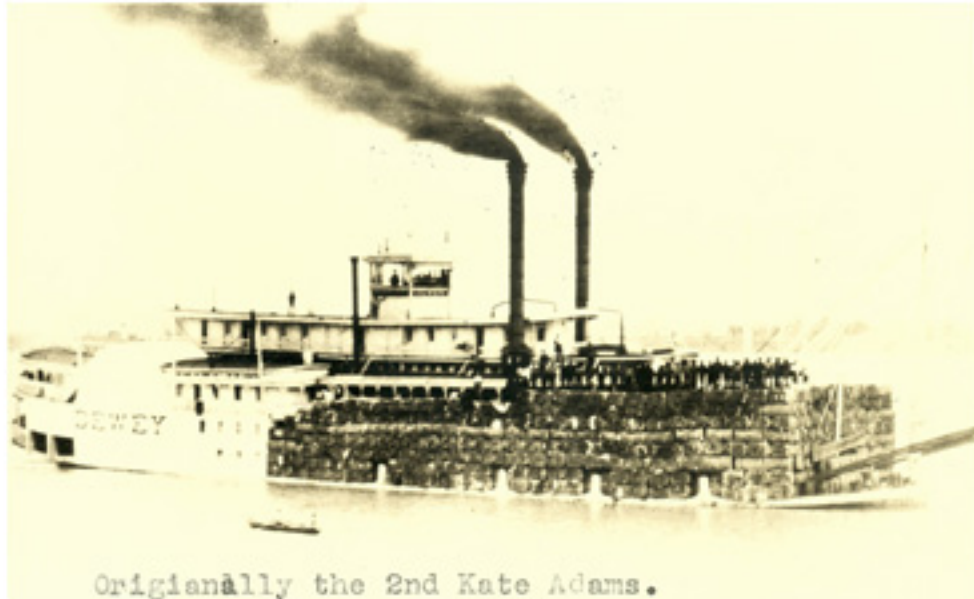


7734.jpg



#7735#

7735.jpg



Originally the 2nd Kate Adams.

7737.jpg



7738.jpg



7739.jpg



7741.jpg



7742.jpg



7743.jpg



7744.jpg



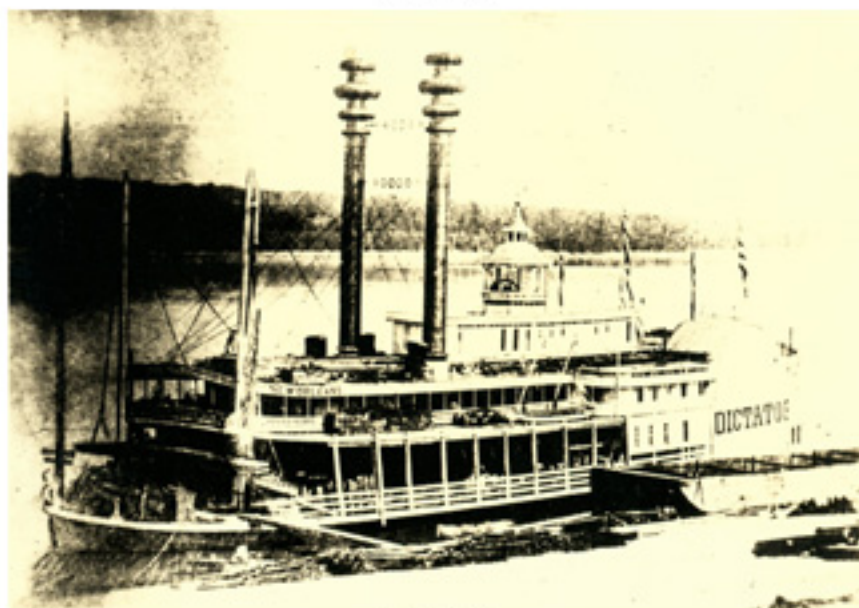
7745.jpg



7746.jpg



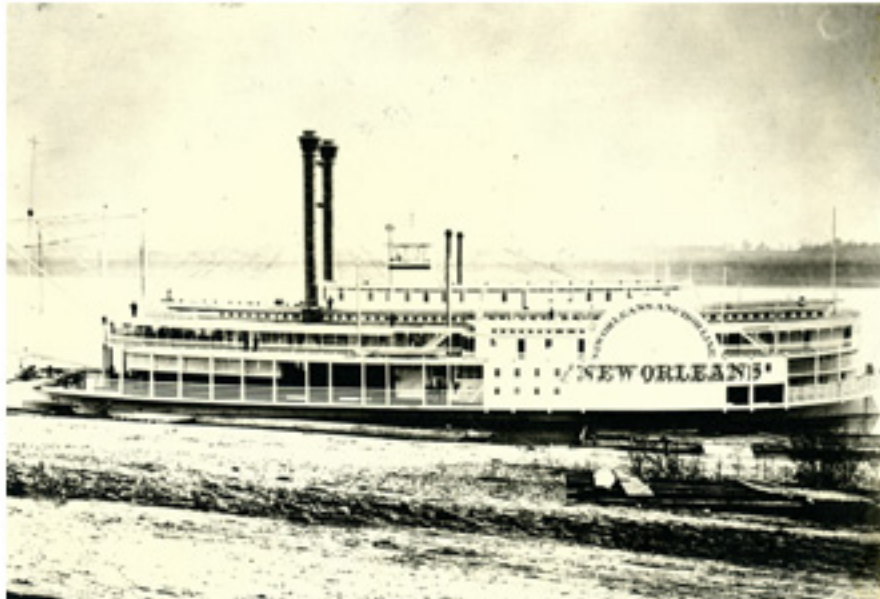
7748.jpg



7749.jpg



7750.jpg



7751.jpg



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 (tho which one I do not know) is listed as J. Palmer.

7752.jpg



In the other group picture, the W. R. 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. #7753#

7753.jpg



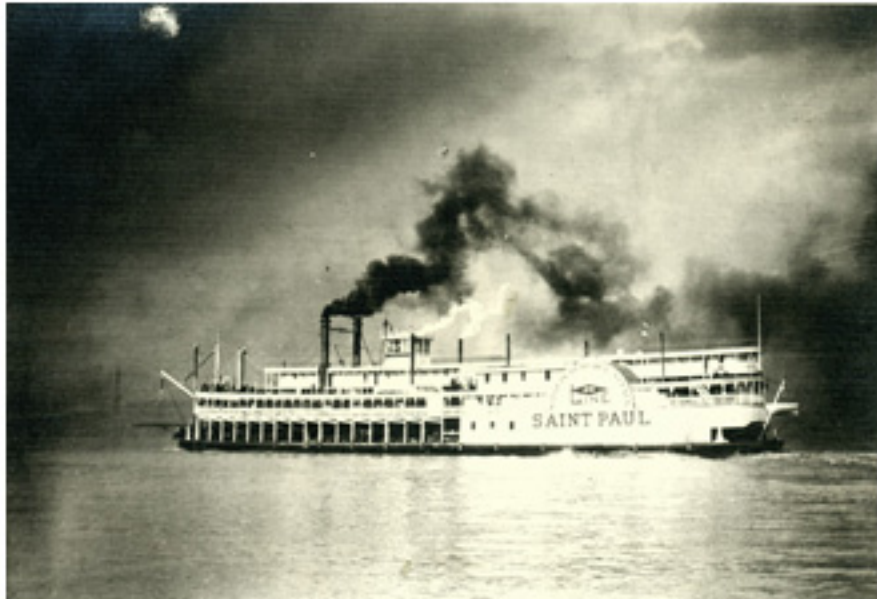
7754.jpg



7755.jpg



7756.jpg



7757.jpg



7758.jpg



7759.jpg



7780.jpg



7782.jpg



7783.jpg



7764.jpg



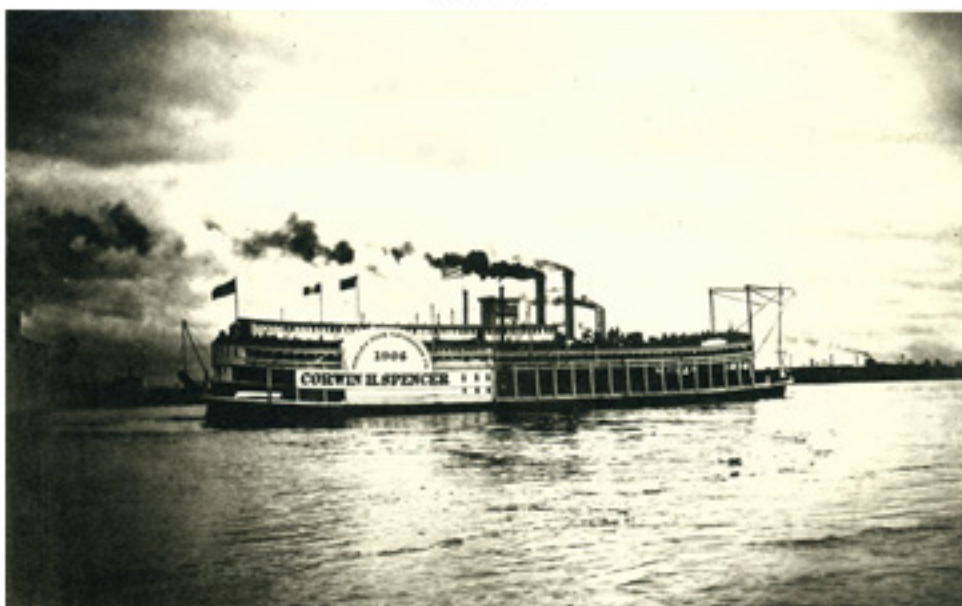
7765.jpg



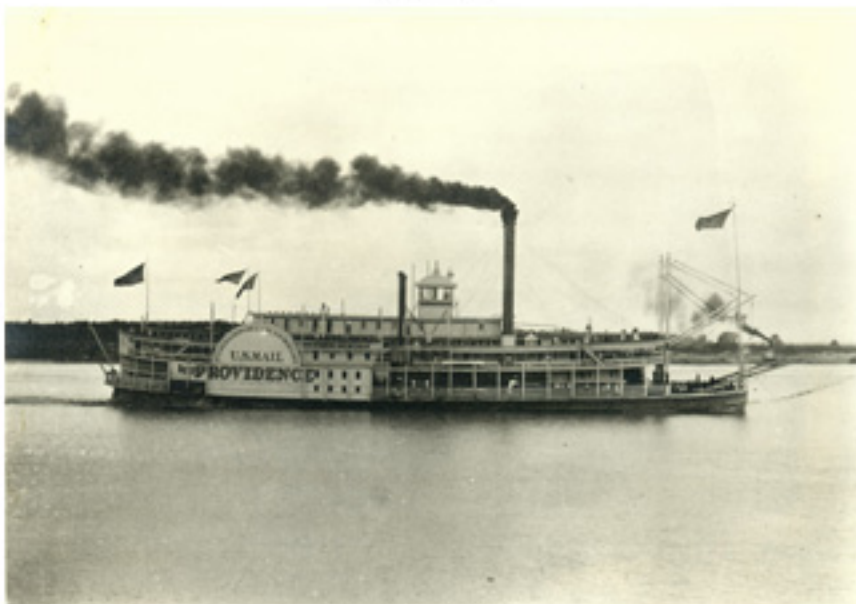
7766.jpg



7787.jpg



7788.jpg



7789.jpg



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."
#7770#

7770.jpg



7771.jpg



..Ed Myer, a Kentucky River packet.

7772.jpg



Tennessee, a short trade packet of the St. Louis & Tennessee
River Packet Co.

#7773#

7773.jpg



Julien Poydras. Later purchased by the Eagle Packet Co.
and converted into a towboat called the Eagle.

#7774#

7774.jpg



7775.jpg



#7776#
..M. W. Kelly, a Florida packet built by the Howards.

7776.jpg



#7777#
.Left to right: W. C. Hite, a ferry. H. M. Carter making
her trial run at Jeffersonville. And the Veda, a Muskingum
River towboat.

7777.jpg

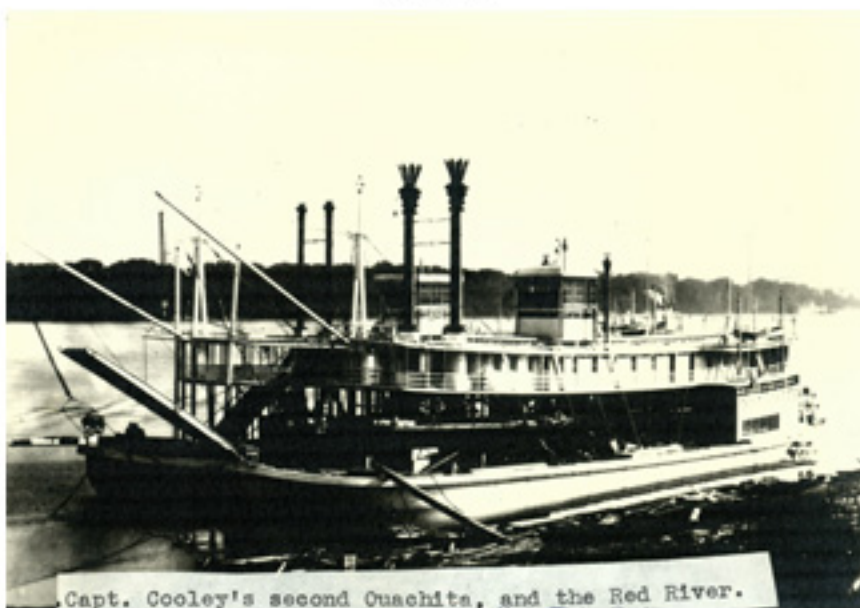


#7778#
Did the Louisiana come from the Lower River? I don't have
much information about her. In the picture, she is shown at

7778.jpg



7779.jpg



Capt. Cooley's second Ouachita, and the Red River.

7780.jpg



7781.jpg



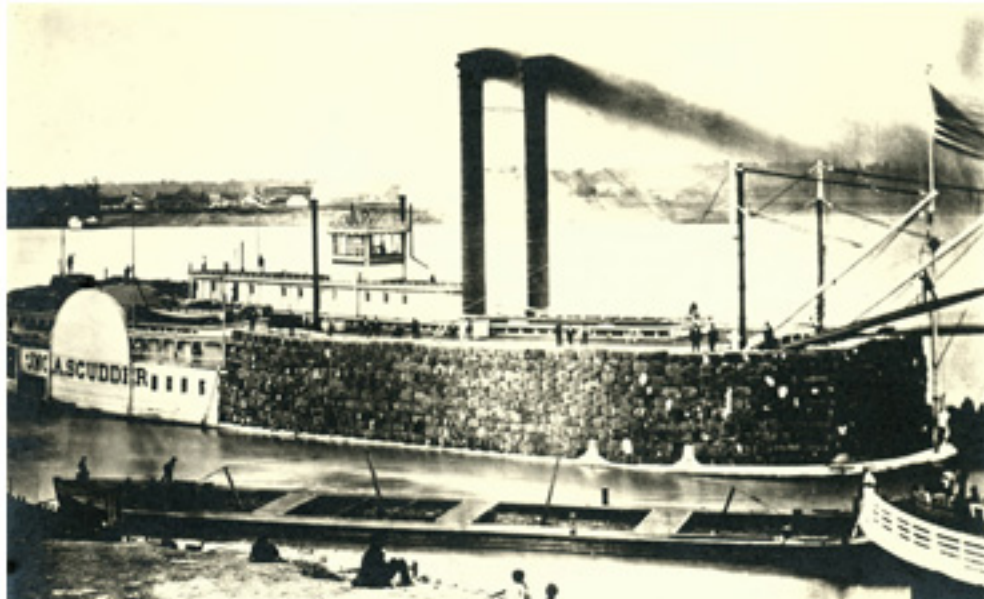
7782.jpg



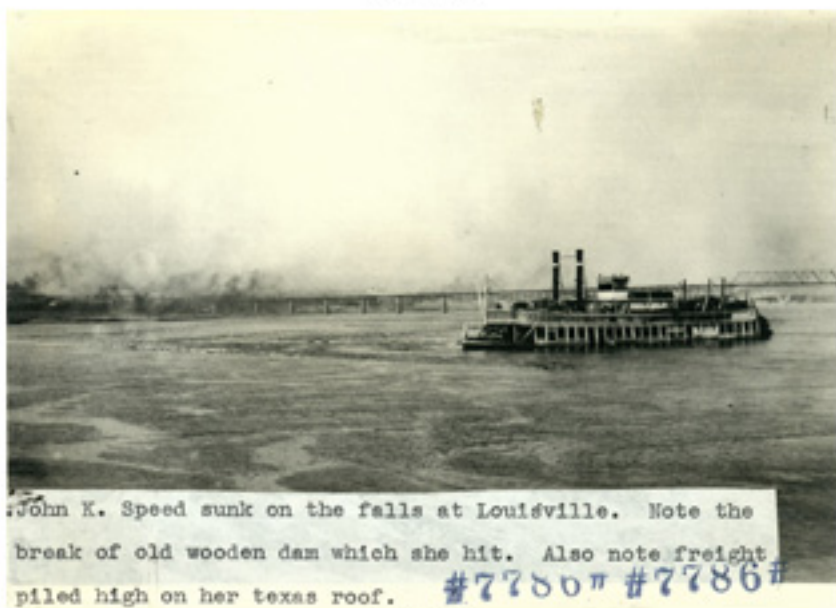
7783.jpg



7784.jpg



7785.jpg



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. #7780 #7786#

7786.jpg



7787.jpg



Ora Lee of the Lee Line, rolling up slow. She later turned over at Ashport.

#7788#

7788.jpg



7789.jpg



7790.jpg



7791.jpg



7792.jpg



7793.jpg



The second Belle Memphis appears in the snow scene. Note a museum boat just below the Anchor Line wharfbo

#7794#

7794.jpg



7795.jpg



7796.jpg

D. H. PIKE



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. #7797#

7797.jpg



7798.jpg



7799.jpg



7800.jpg



7801.jpg



Bob Blanks, famous Ouachita River boat operated by the

7802.jpg



7803.jpg



7804.jpg



7805.jpg



Frank B. Hayne, short trade, Mississippi River boat.

7806.jpg



7807.jpg



7808.jpg



7809.jpg



7810.jpg



7811.jpg



7812.jpg



7813.jpg



7814.jpg



7815.jpg



7816.jpg



7817.jpg



#7818#

Bayou Tug and New Orleans

7818.jpg



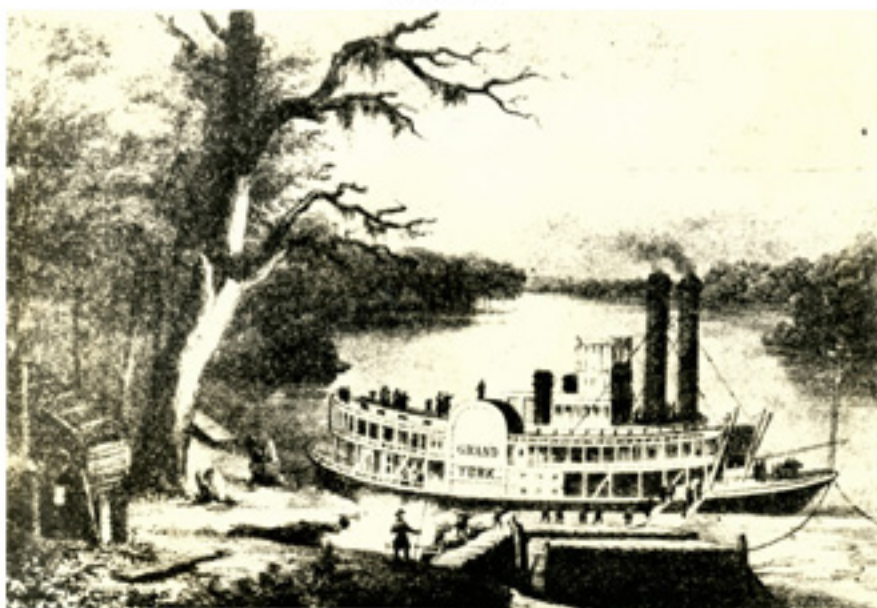
7819.jpg



7820.jpg



7821.jpg



7822.jpg



7823.jpg



Built in 1850; hull 231'x45'x7 1/2'; DR; 6 boilers, 40" x 28"; cyl. 30"X30"; sunk in Red River above Springfield Landing in 1864 to prevent passage of Porter's fleet.

#7824#

7824.jpg



7825.jpg



7826.jpg



7827.jpg



7828.jpg



7829.jpg



7830.jpg



7831.jpg



7832.jpg



Capt. E. V. Cooley's Onashita; perhaps the last one of that name. Note close resemblance to the America a later boat built by Capt. Cooley. Capt. Cooley can be seen on the hurricane reef between the masts. Note his high hat which was characteristic of him.

#7833#
7833.jpg



7834.jpg



7835.jpg



7836.jpg



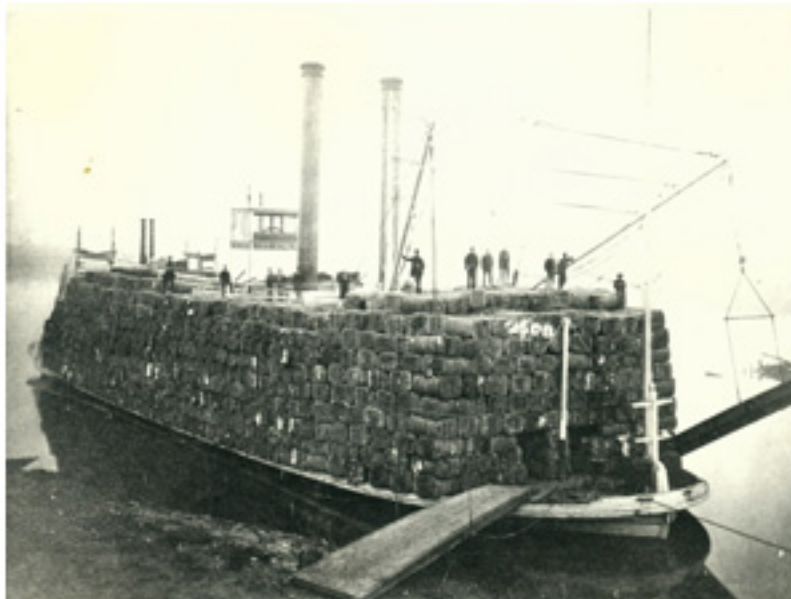
7837.jpg



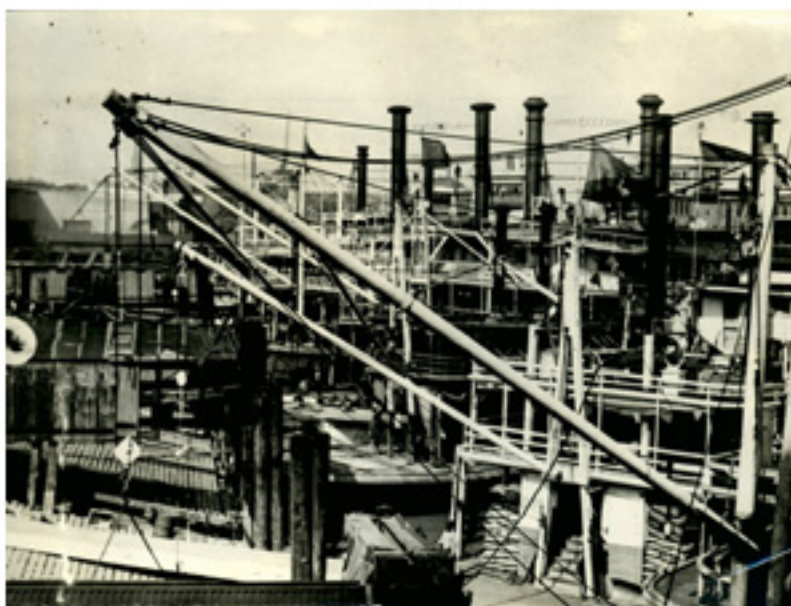
ERA N 10 #7838#

Built about 1867; transported to Orleans packet; Charles F. Truett, master; sunk by collision with Era # 9 at the mouth of Red River, Dec. 17th, 1868; evidently raised; last record at Norman's Landing, Oct. 22nd, 1869, as reported in the log of the Str. GLADSTONE; also arrived Alexandria, La., May 29th, 1873 according to records of the late Mr. Augustus Jarreau.

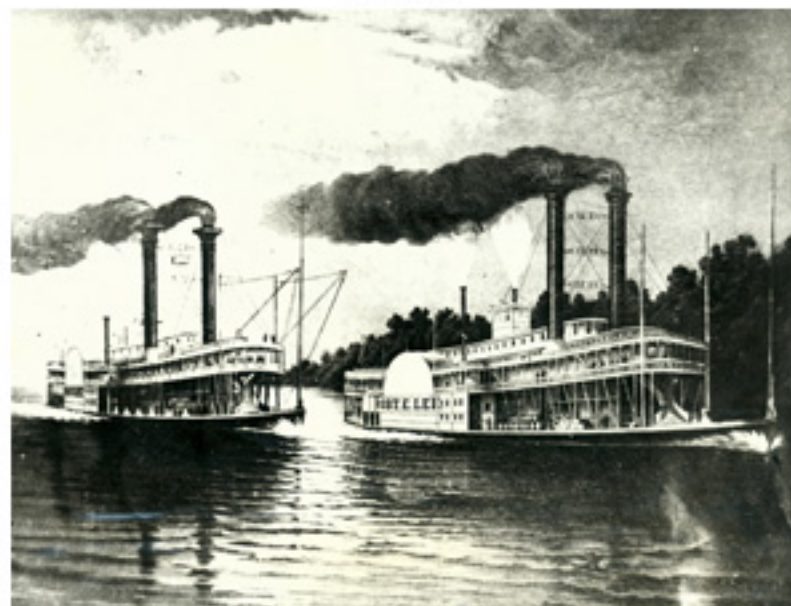
7838.jpg



7839.jpg



7840.jpg



7841.jpg



7842.jpg



7843.jpg



7844.jpg



7845.jpg



A Louisville-Memphis packet in the late '60's; made few trips as a New Orleans-Shreveport packet.

7846.jpg



7847.jpg



7849.jpg



7850.jpg



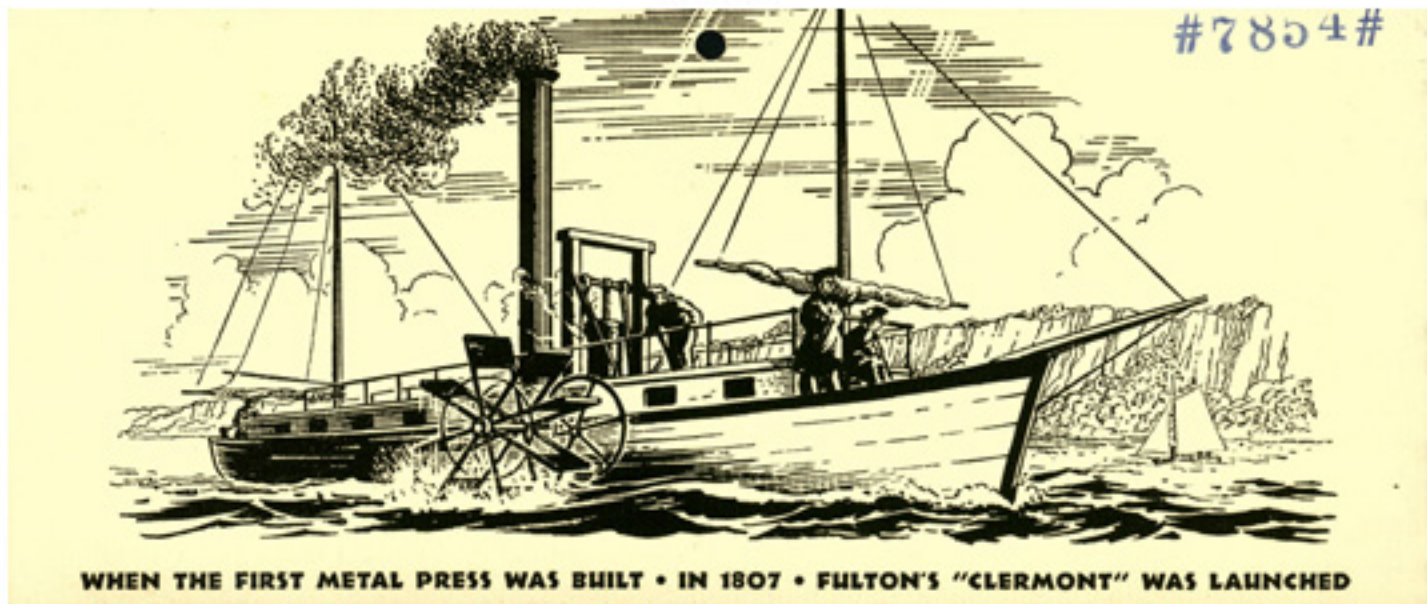
7851.jpg



7852.jpg



7853.jpg



WHEN THE FIRST METAL PRESS WAS BUILT • IN 1807 • FULTON'S "CLERMONT" WAS LAUNCHED

7854.jpg



7855.jpg



7857.jpg



7858.jpg

Ohio River Packet



#7850#

7859.jpg

N. O. and St. Louis Packet Tom Jasper in late '60s



#7860#

7880.jpg



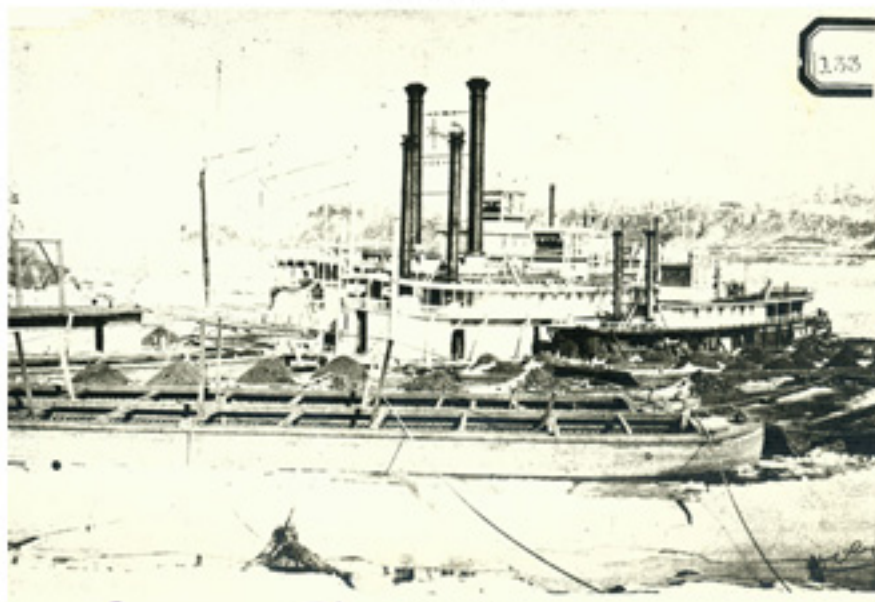
7881.jpg



7862.jpg



7863.jpg



7864.jpg



7885.jpg



7886.jpg



7887.jpg

Augusta, Ripley and Maysville Packet St. Lawrence
Grounded on island



#7868#

7868.jpg

Keokuk and Northern Line Packet Lake Superior



#7869#

7869.jpg



GUN BOAT - FORT HINDMAN - CIVIL WAR #7870

7870.jpg



THE S.S. BETTIE OHLY AND HER PRIZE LOAD. 2,222 BALES

7871.jpg



Portsmouth and Huntington Packet Fannie Dugan

7872.jpg



7873.jpg



7874.jpg



7875.jpg



7876.jpg

City of Louisville--Sunk in 1862
At Cincinnati, O., Feb. 1868.



7877.jpg

N. O. and Memphis Packet

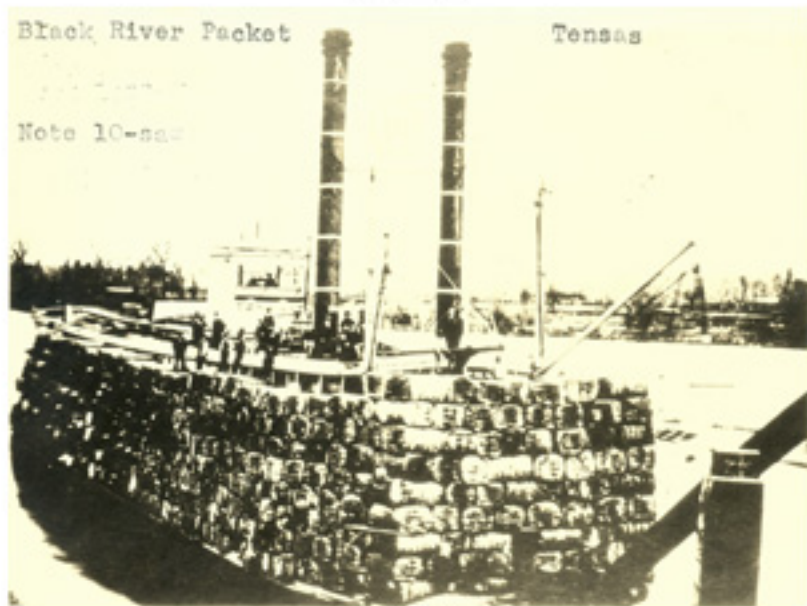


7878.jpg

Black River Packet

Tensas

Note 10-sas



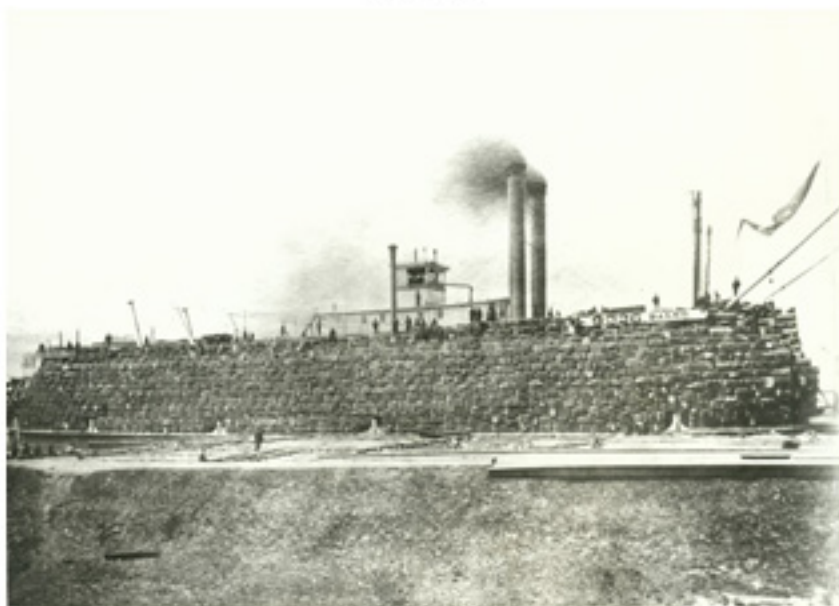
7879.jpg



7883.jpg



7884.jpg



7886.jpg

BOAT LOADED WITH COTTON BALES. "AS IT USED TO BE." NEW ORLEANS, LA.—184



7886-color.jpg



Red River Packet
Wm. Garig

7887.jpg

ENJOYING AN EXCURSION ON THE MISSISSIPPI RIVER—S.2



STEAMER "PRESIDENT"

#7888"

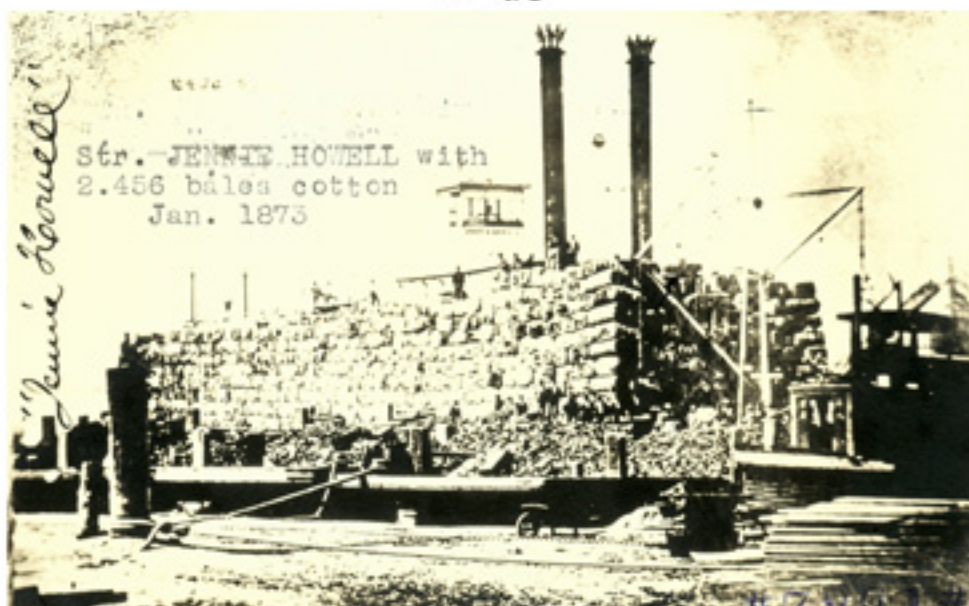
7888.jpg



7889.jpg



7890.jpg



7891.jpg

New Orleans Wharf 1880



7892.jpg

Anchor Liner City of Helena
N. O. and St. Louis



7893.jpg

#6894

Illinois River



7894.jpg

#7895#
SSR. LIBERTY after a TEXAS had been added, which
was removed later.



7895.jpg

#7896#
The LIBERTY with a bone in her mouth



7896.jpg

Steamer Transporter with
5,433 bales of cotton.



#7897#

7897.jpg



Carter Brothers - St. Louis to Shreveport.

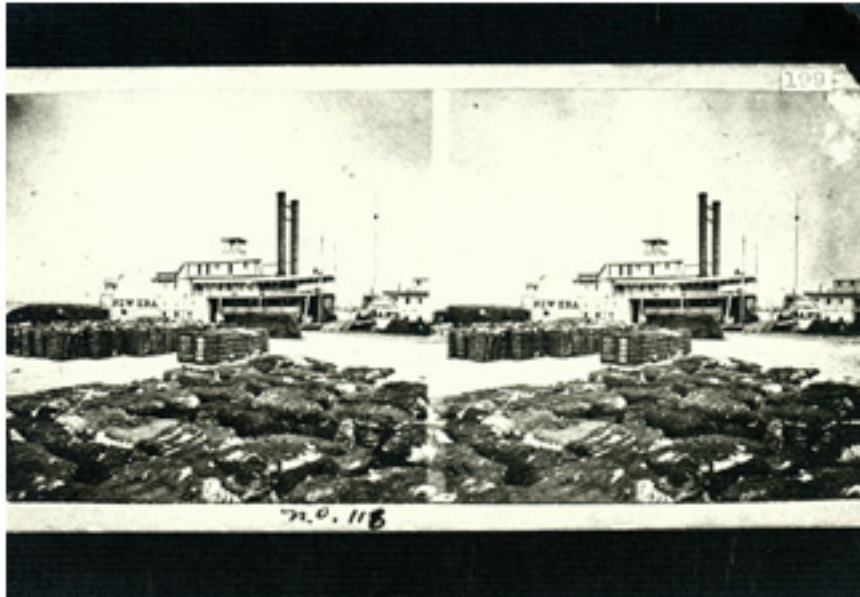
7898.jpg



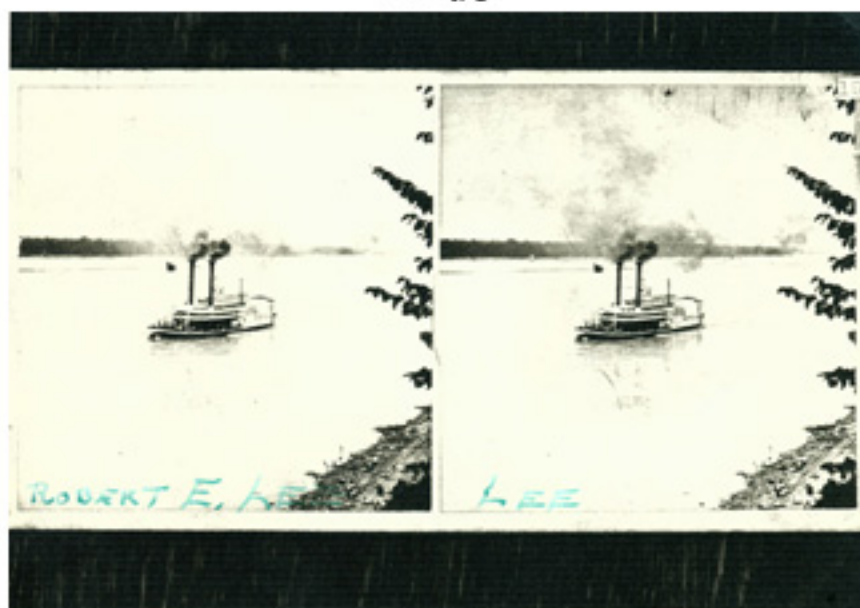
7899.jpg



7900.jpg



7901.jpg



7902.jpg



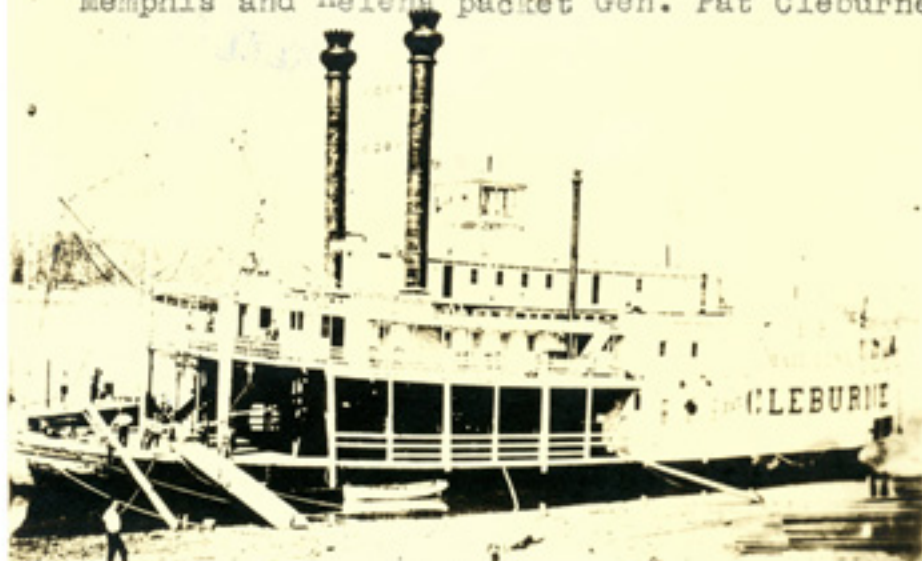
7904.jpg

Sister Ship of Lake Superior

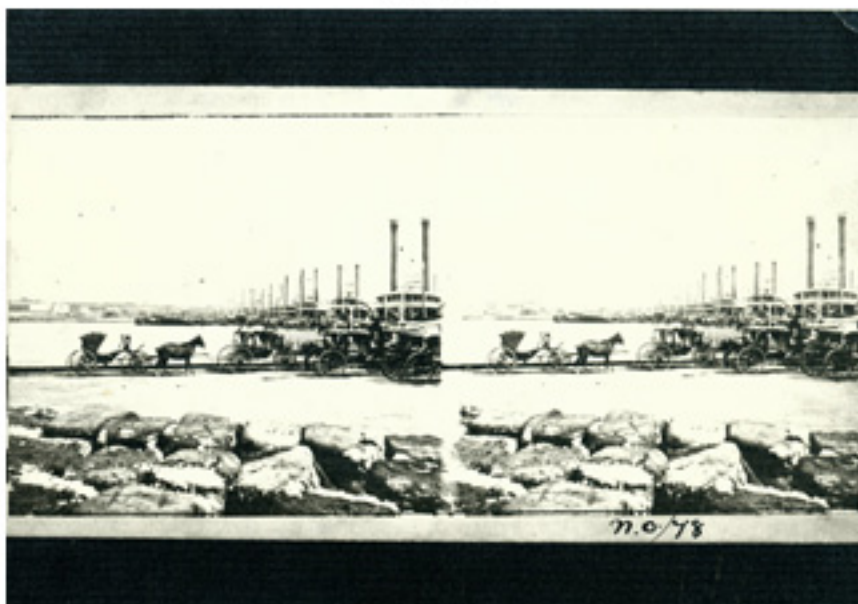


7905.jpg

Memphis and Helena packet Gen. Pat Cleburne



7906.jpg



7907.jpg



7908.jpg



7909.jpg



7910.jpg

Lower Mississippi River Packet Fred A. Blanks

#7911



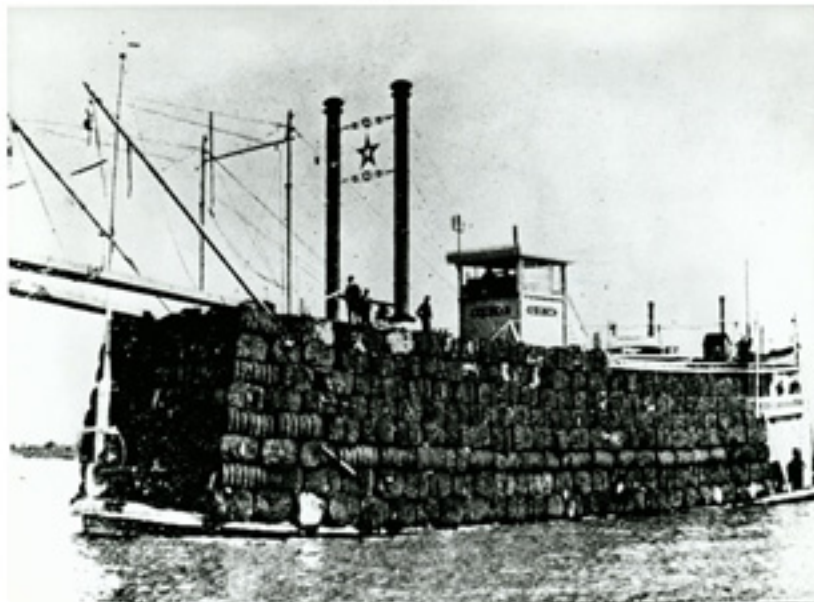
7911.jpg

First Grey Eagle perhaps in the '40s or '50s

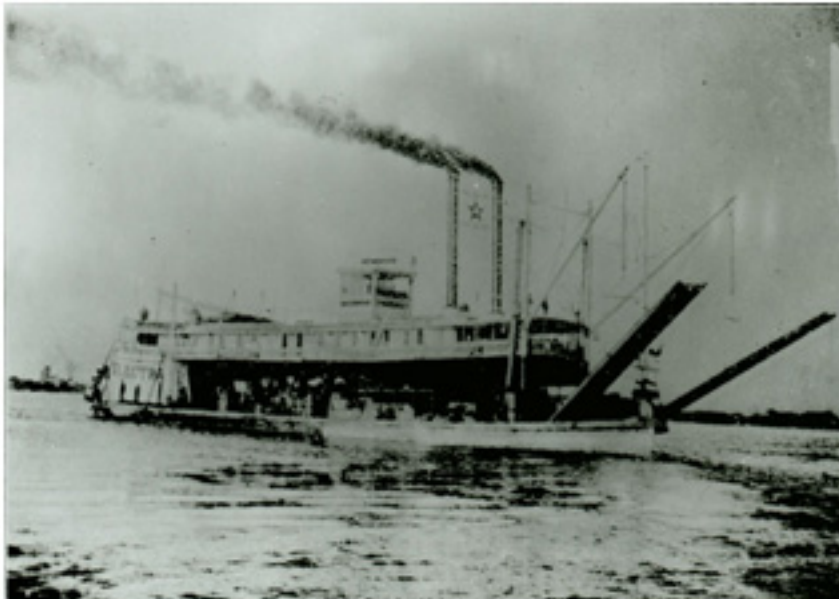
#7912



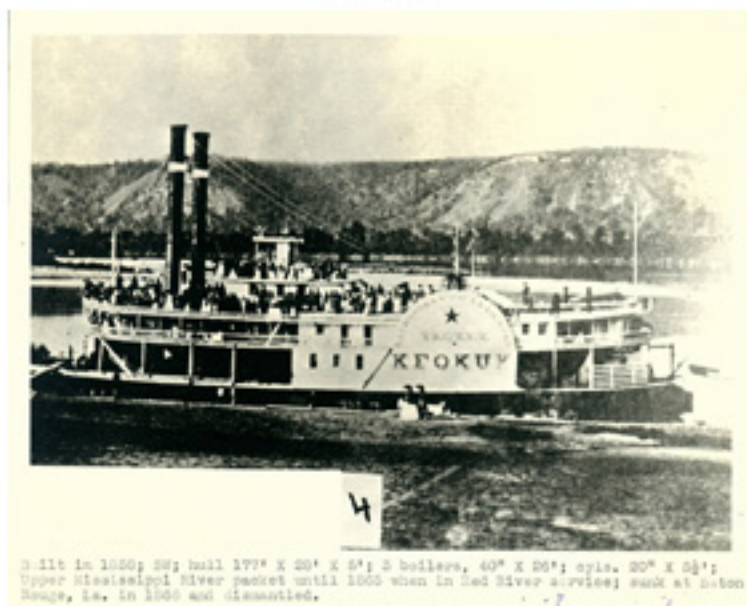
7912.jpg



7913.jpg



7916.jpg



7917.jpg



7918.jpg



7920.jpg



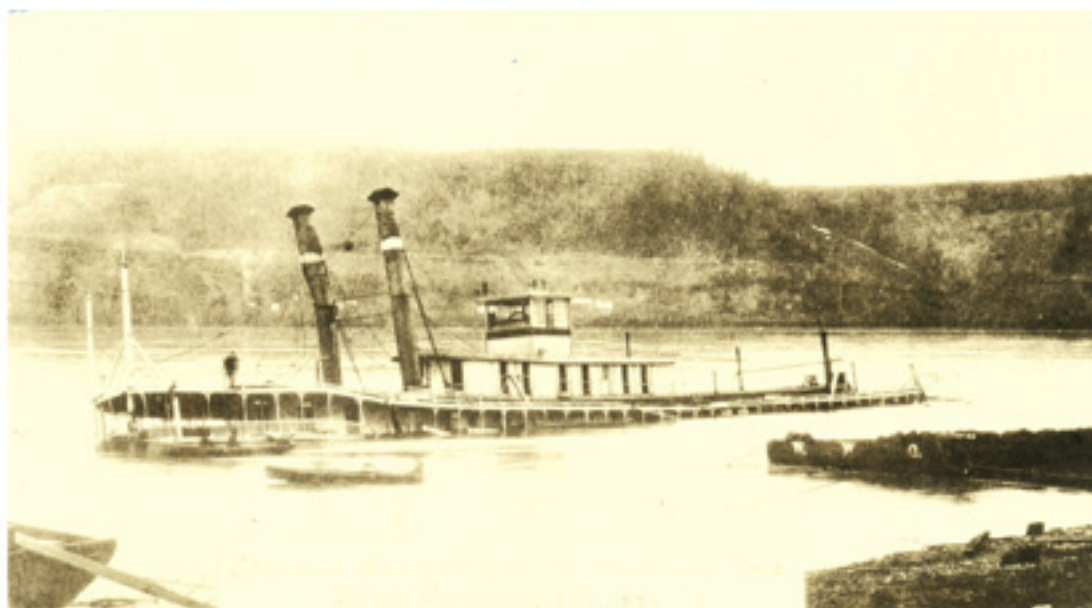
7920b.jpg



7921.jpg



7922.jpg



7923.jpg



7924.jpg

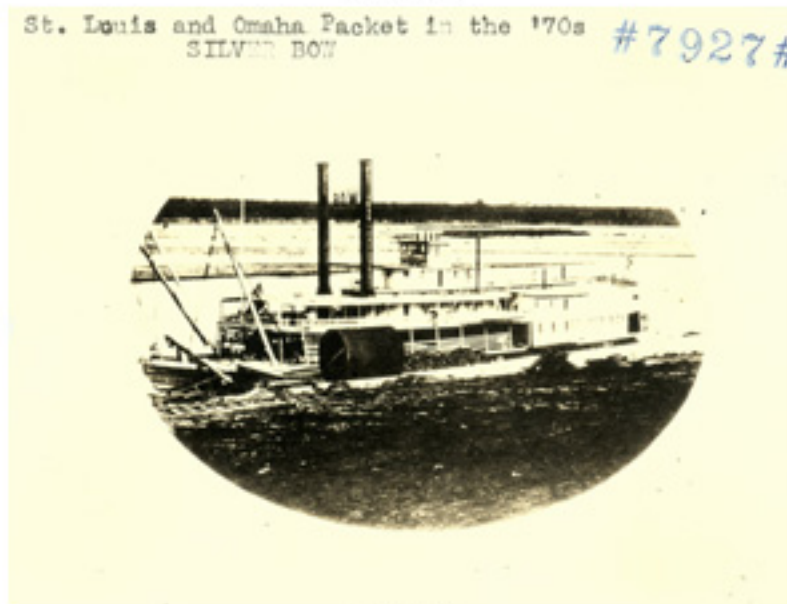


7925.jpg



7926.jpg

St. Louis and Omaha Packet in the '70s
SILVER BOY #7927#



7927.jpg



Shallow-draft stern-wheelers add to the picturesque of "Of Man River" and many of his tributaries in the Deep South.

7930.jpg



7934.jpg

#7935#



7935.jpg

f. O. and St. Louis Packet # 7936 #
Corolla in the '80s



7936.jpg



7937.jpg

7953



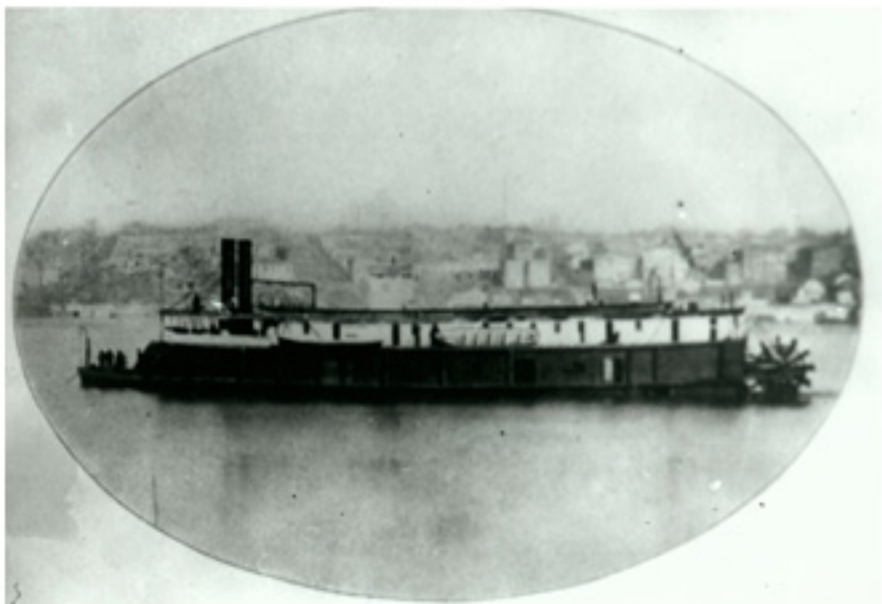
7953.jpg



8023.jpg



8024.jpg



8026.jpg



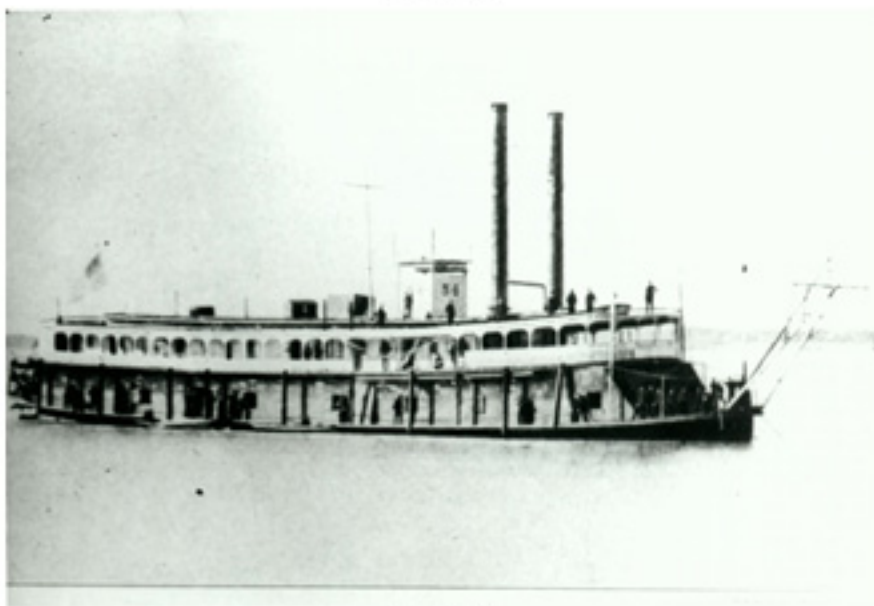
THE "CINCINNATI," A SALVAGED GUNBOAT

8027.jpg

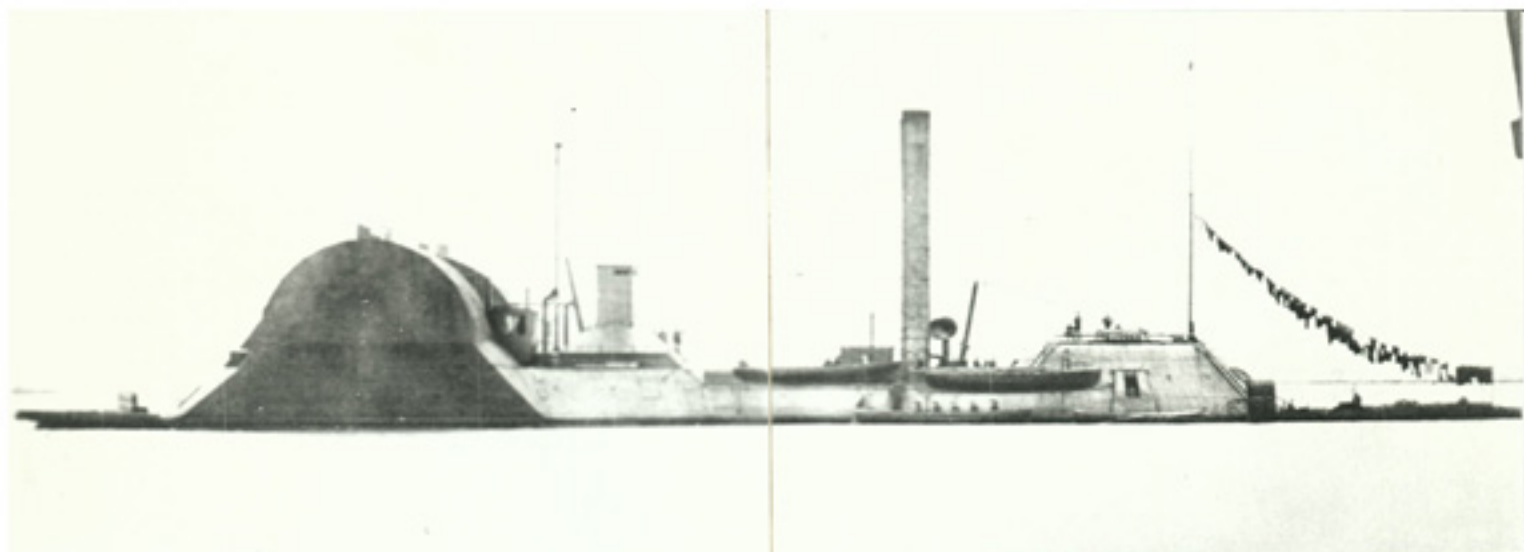


THE "GENERAL PRICE"—A CONFEDERATE WAR-BOAT THAT

8029.jpg



8030.jpg

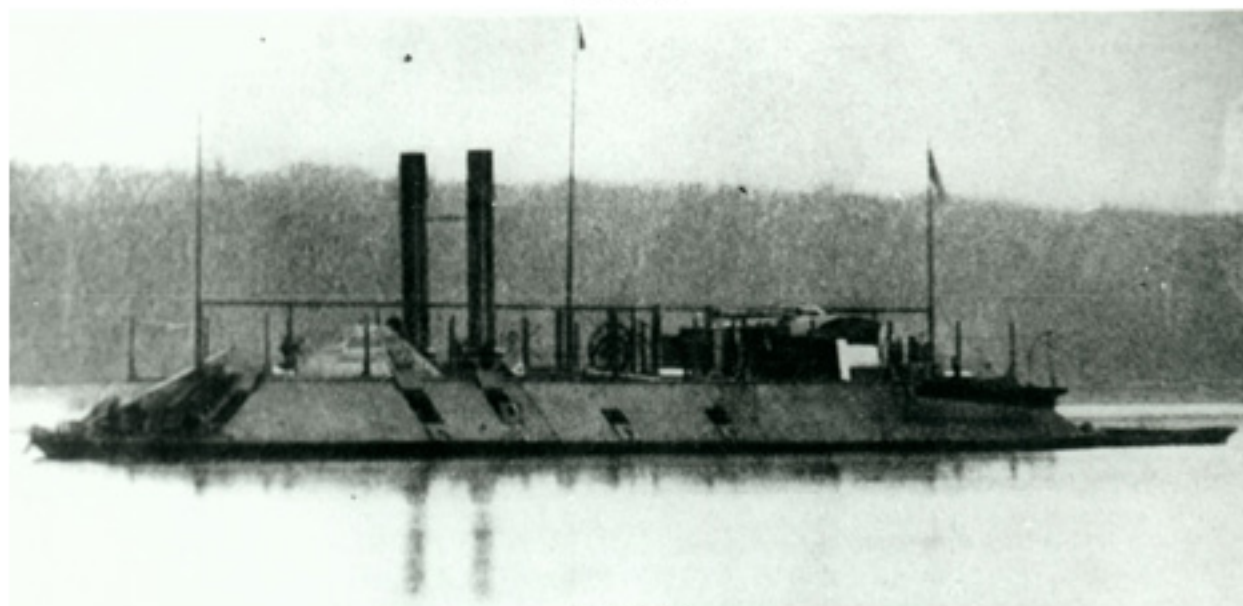


8031.jpg



THE "OSAGE" IN 1861

8033.jpg

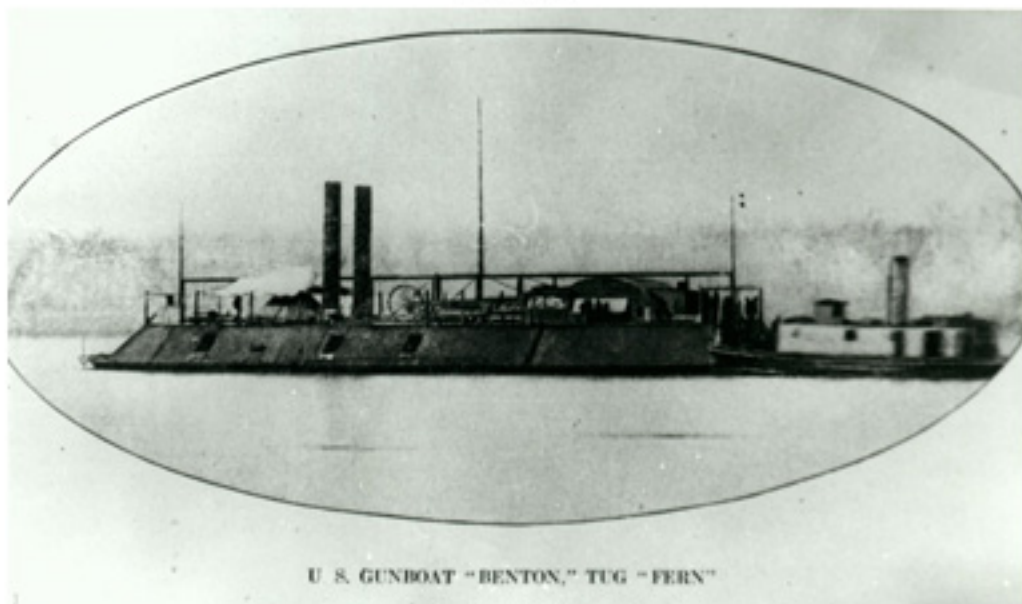


8034.jpg



THE FIRST ISLAND MONITOR—THE "OZARK"

8035.jpg

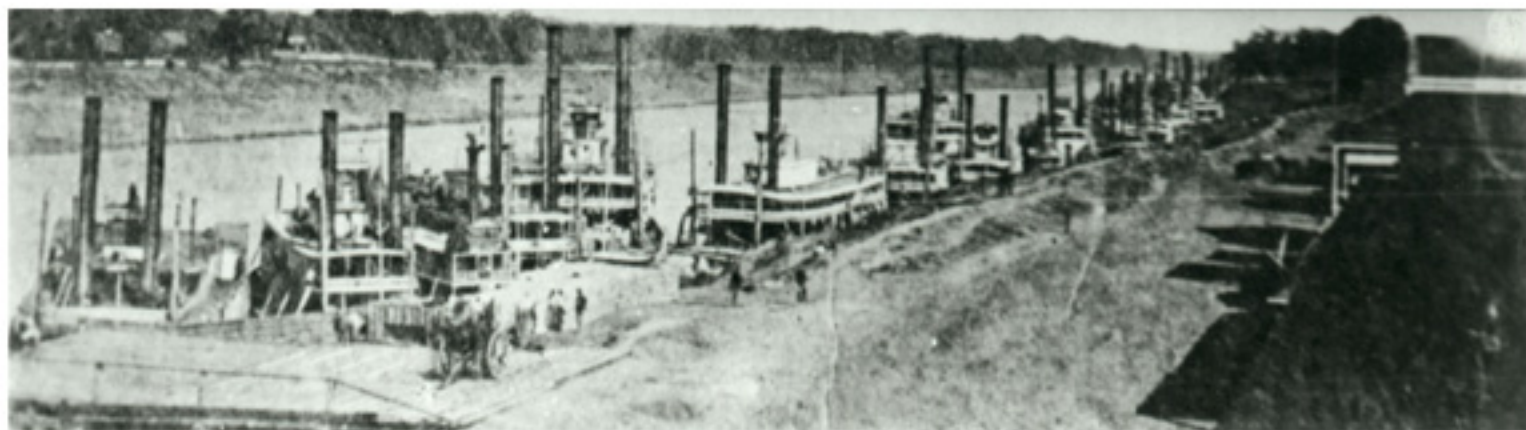


U. S. GUNBOAT "BENTON," TUG "FERN"

8036.jpg



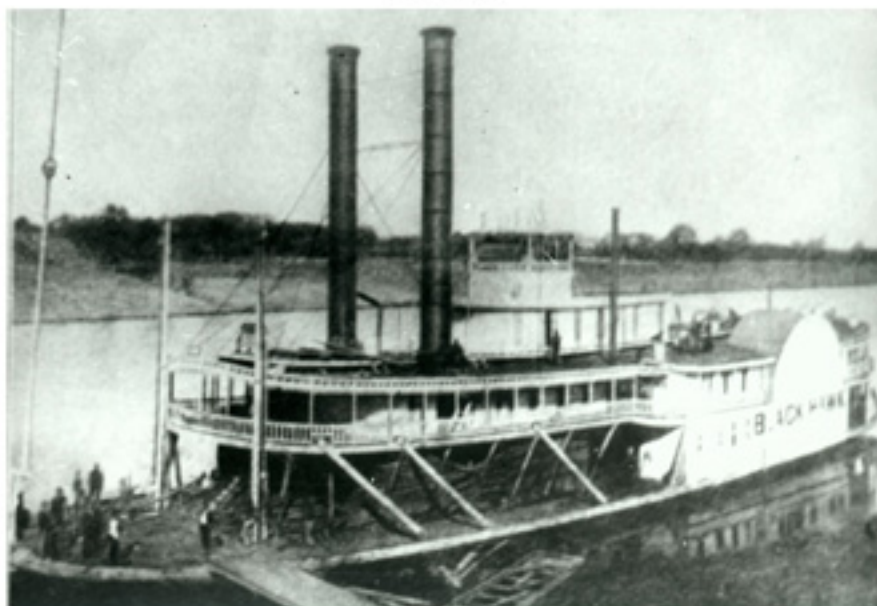
8037.jpg



8037b.jpg



8038.jpg



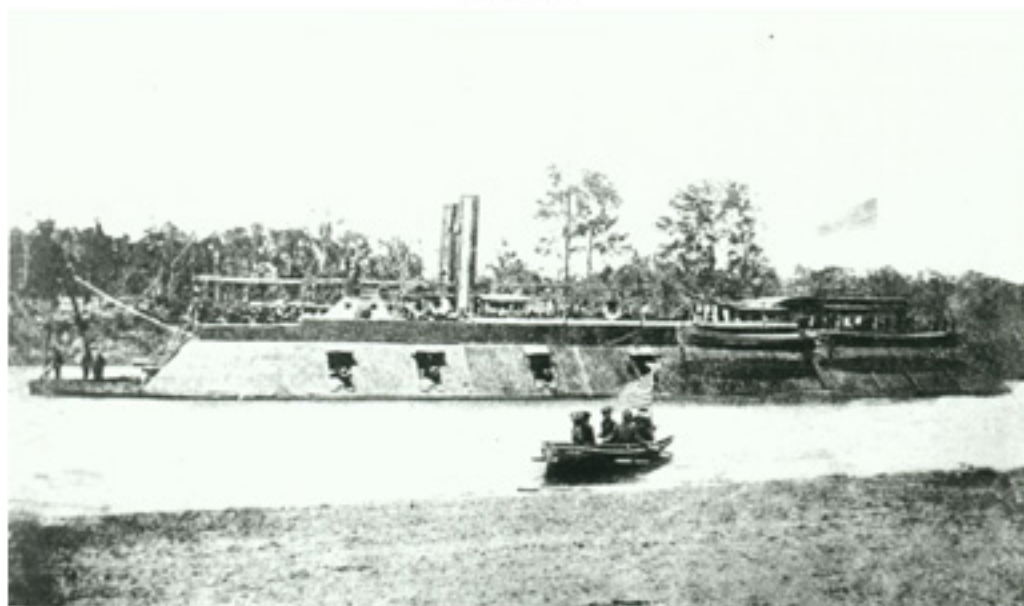
8039.jpg



8040.jpg



8041.jpg



8042.jpg



"Down upon the Mississippi."

8045.jpg



8081.jpg



#8063#
8083.jpg



#80612
8064.jpg



8066.jpg



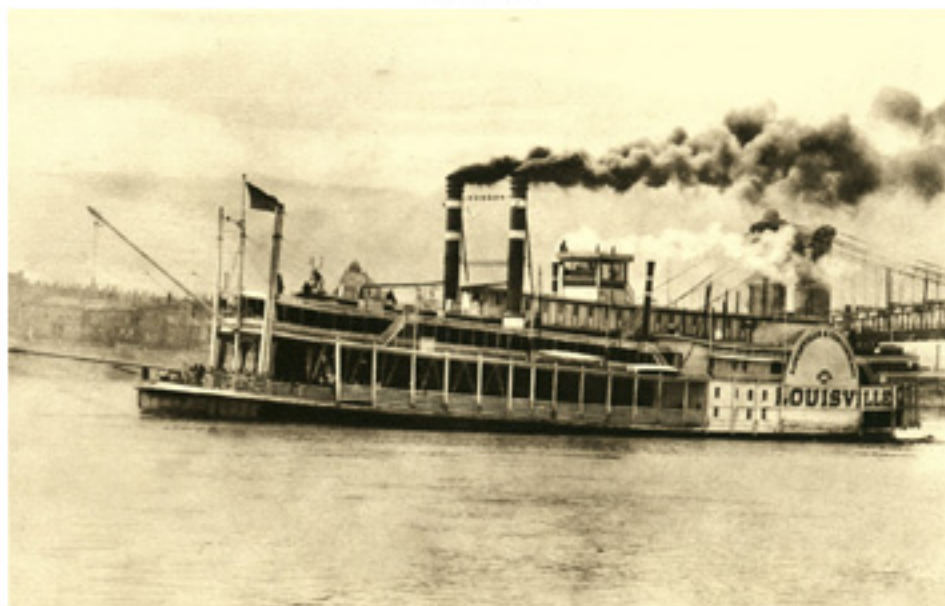
8067.jpg



8068.jpg



8069.jpg



8070.jpg



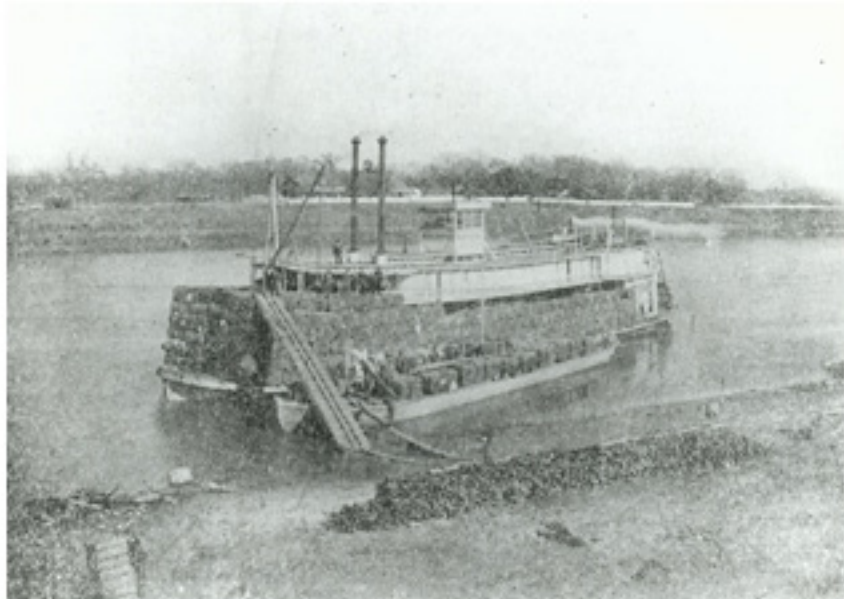
8071.jpg



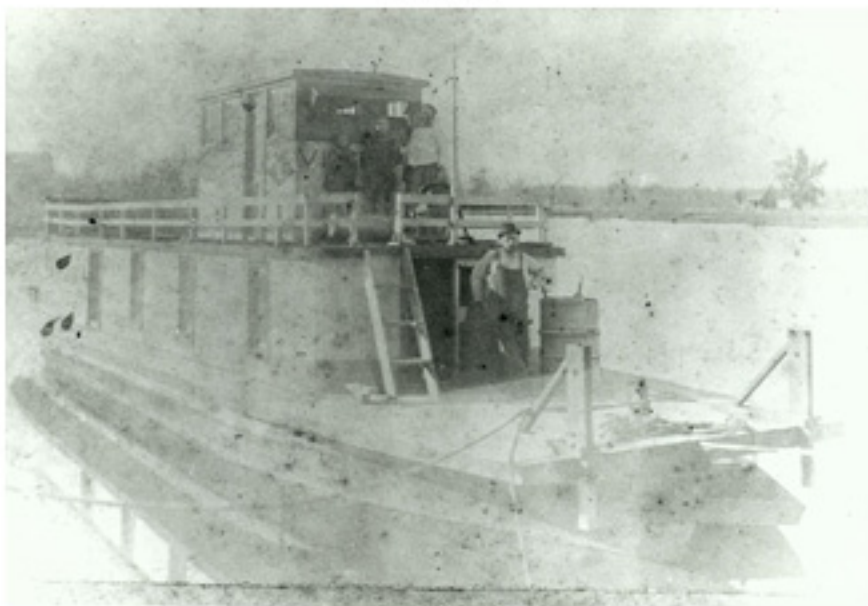
8072.jpg



8073.jpg



8245.jpg



8508.jpg



8508b.jpg



8571.jpg



8572.jpg



THE 'V. J. KURZWILO' . . . The first, and possibly the only diesel-powered stern wheel packer to travel U. S. waterways, the 'Kurzwil' 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 'Kurzwil' marked the turning point in the company's history, as it was the last of the packers. Retired in 1941, the 'Kurzwil' gave way to faster, more economical forms of transportation which, joined into their own with better highways, improved commercial vehicles.

8573.jpg



8579.jpg



8580.jpg



8581.jpg

Traffic Bridge, ALEXANDRIA, La.



Red River Bridge at Alexandria La

8583.jpg



The *SUNRISE* nearing completion at Howard Shipyards for Captain 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 '90s 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.

8585.jpg



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) Dierharry is master of the boat.

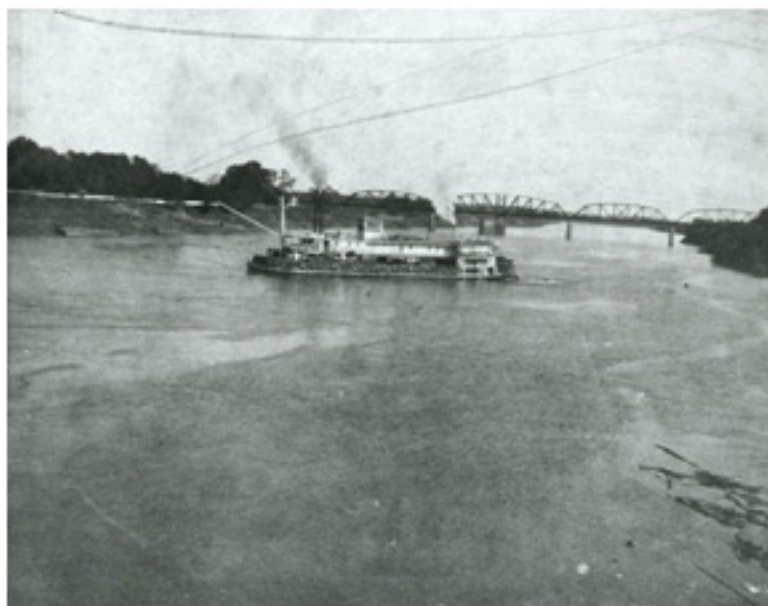
8586.jpg



8594.jpg



8659.jpg



8659b.jpg



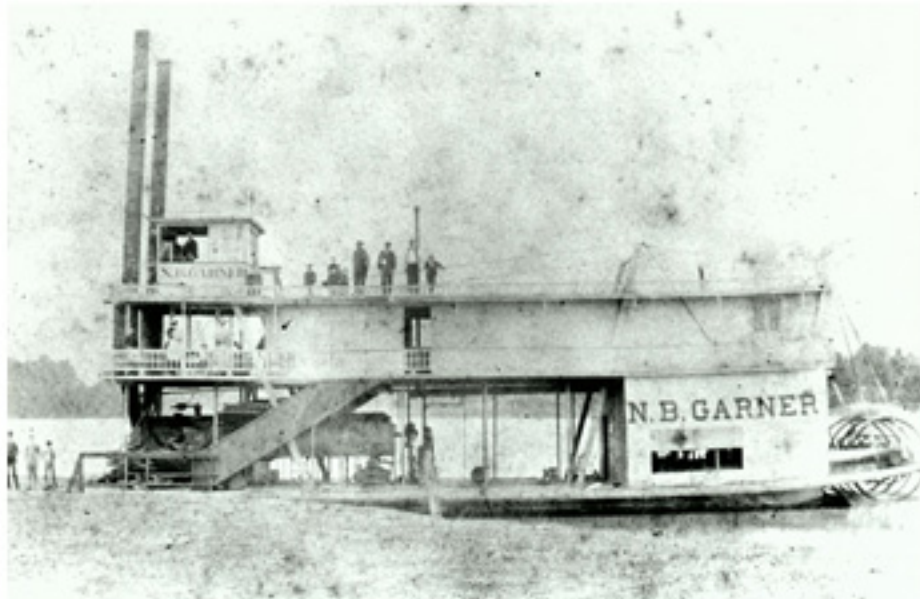
8659c.jpg



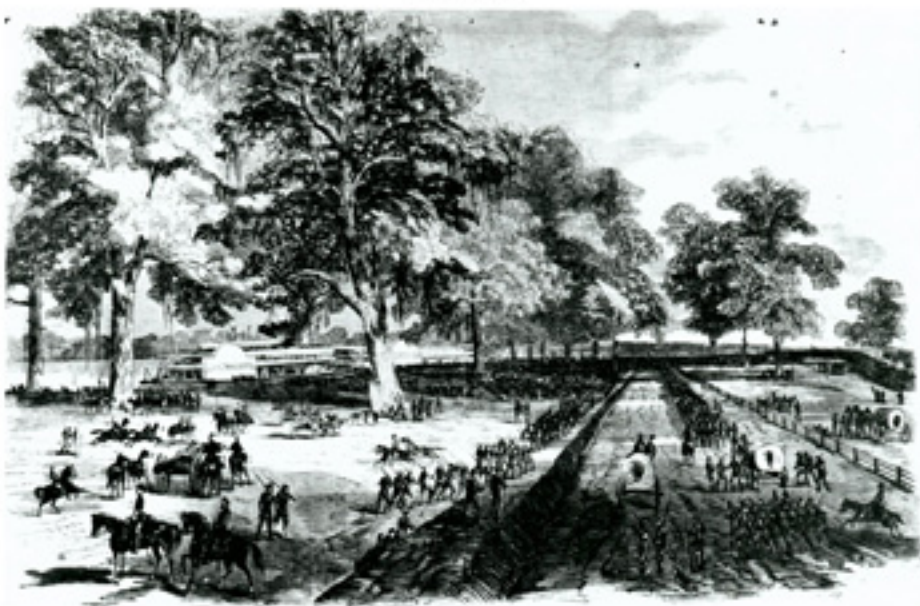
8659d.jpg



8672.jpg



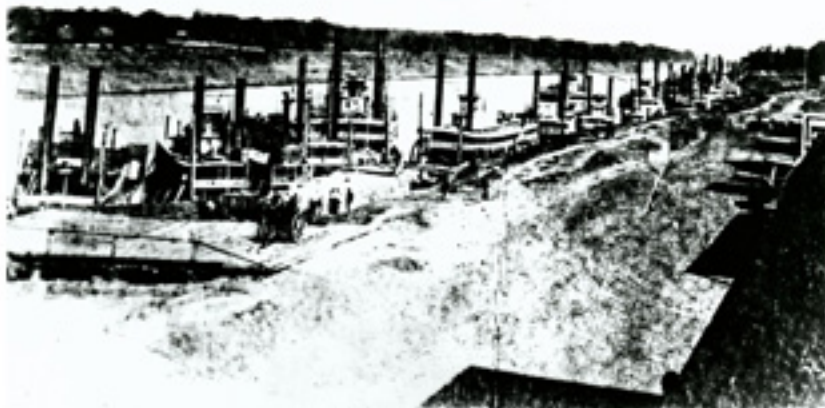
8712.jpg



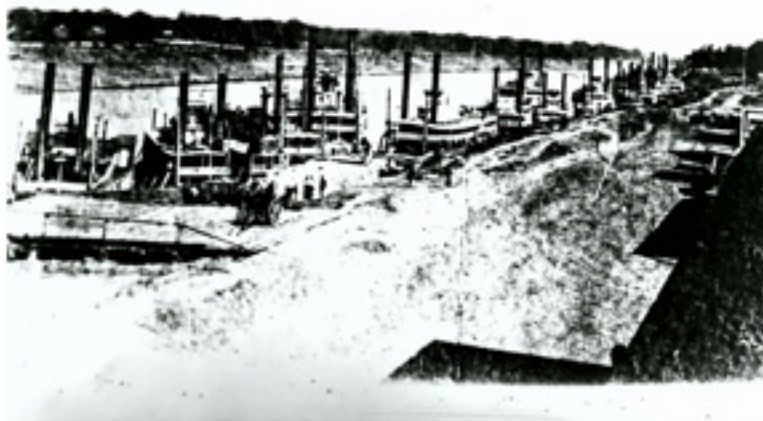
8719.jpg



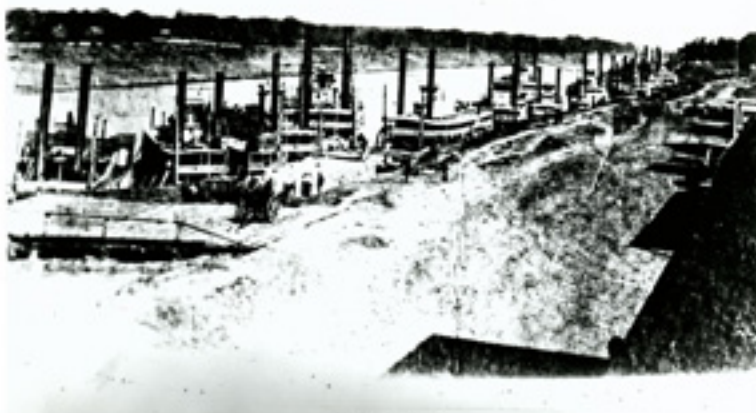
8797.jpg



8800.jpg



8800b.jpg



8800c.jpg



906- C.S. Wms..jpg



906- Charles M West.jpg

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

New York Herald-Tribune, Sunday, March 21, 1943.

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 16. Inasmuch as the war has restricted virtually all civilian travel by ship to inland water, 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 opening of 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.

The Gordon C. Greene, one of few remaining Mississippi River steamboats of this type, and only one operating on regular schedule. Picture was taken on the lower Ohio River.

(Continued on page 2, column 2)

906- MS River Steamboat.jpg



906-barge boat bridge.jpg



906-Bateaux a Vapeur Geants.jpg



906-Baton Rouge.jpg



906-capitol.jpg



906-Columbia.jpg



906-Golden rod show boat.jpg

The J. M. White, Aristocrat of Steamboats

By HENRY S. WELLS

I would like to draw the attention of the public to the fact that the aristocrat of the Mississippi river is the J. M. White, which will make it much easier to the citizens of this city to understand the importance of the river to the city of New Orleans. It is the only river in the world that is so important to the city of New Orleans. It is the only river in the world that is so important to the city of New Orleans. It is the only river in the world that is so important to the city of New Orleans.

There were about 100,000 people on the river during the year 1914. The J. M. White was built in 1914. It is the only river in the world that is so important to the city of New Orleans. It is the only river in the world that is so important to the city of New Orleans. It is the only river in the world that is so important to the city of New Orleans.

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The J. M. White, aristocrat of steamboats. (Copyright, 1914, by the J. M. White Steamship Co., New Orleans, La.)

906-JMWhite-a.jpg

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906-JMWhite-b.jpg



Kentuckians left New Orleans with a boatload of money following Lexington's last race and second victory over Leocompte, April 14, 1855. Lexington went blind in stud. NEXT: Lexington's Famous Sons.

906-lexington.jpg



Mr & Mrs C.P.Manship - Mr & Mrs Hunter
Jarreau
Mr & Mrs Chas Hicks - Mr & Mrs King Knox
Mr & Mrs Victor Hansen
"LYSISTRATA" Mobile Fishing Trip, July, 1941

906-Lysistrata.jpg



906-Mary Lou tug.jpg

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.

906-race.jpg



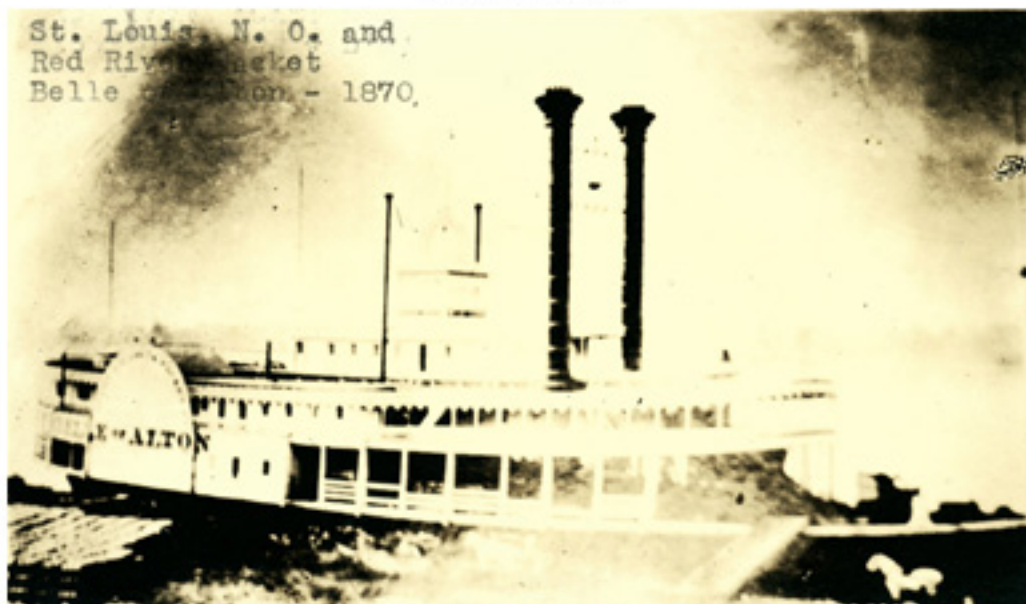
START OF EXCITING RIVER RACE

The new steel steamboat Chris Greene (right) was declared Speed Queen of the Ohio river after a 20-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, 1908.

908-River race.jpg



908-St James.jpg



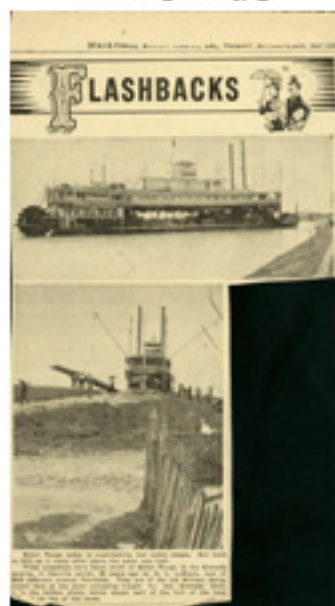
908-St. Louis.jpg



908-Tom Greene.jpg



908-tugboat.jpg



908-William Garig.jpg



907-barge.jpg



907-Charles M. West and bridge.jpg



907-Charles M. West.jpg



Model of the Red River Line Steamer VALLEY QUEEN - $\frac{1}{2}$ in. scale. Built in 1880 at Jeffersonville, Ind. Hull, 196 X 26 X 6 ft. Ran in Red River trade and Saint Louis-New Orleans trade under charter of Anchor Line. N. C. Rea, Master. Model built by N. Philip Norman in New York City in 1933-34.

907-Model of Valley Queen.jpg



907-New Orleans Wharf.jpg



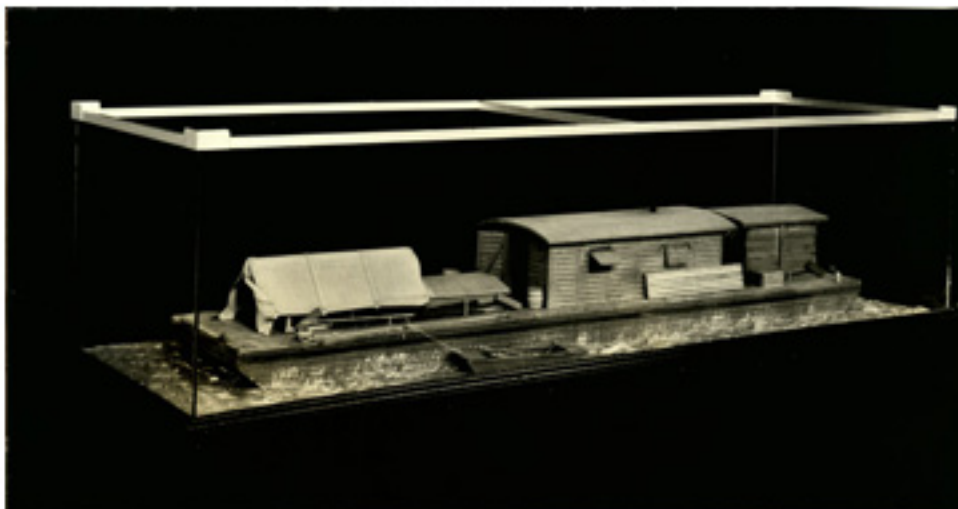
907-River boat and barge.jpg



907-River boat bridge.jpg



907-River boats at Alexandria.jpg



Model of a western river flat-boat $\frac{1}{2}$ inch scale. These boats were about 70 ft. long, 14 ft. wide and 6 ft. deep. Used in the late 1700s and early 1800s. Manuevered with oars and poles.
Boat, case and river scene by E. Philip Norman in 1935.

907-River flat-boat.jpg

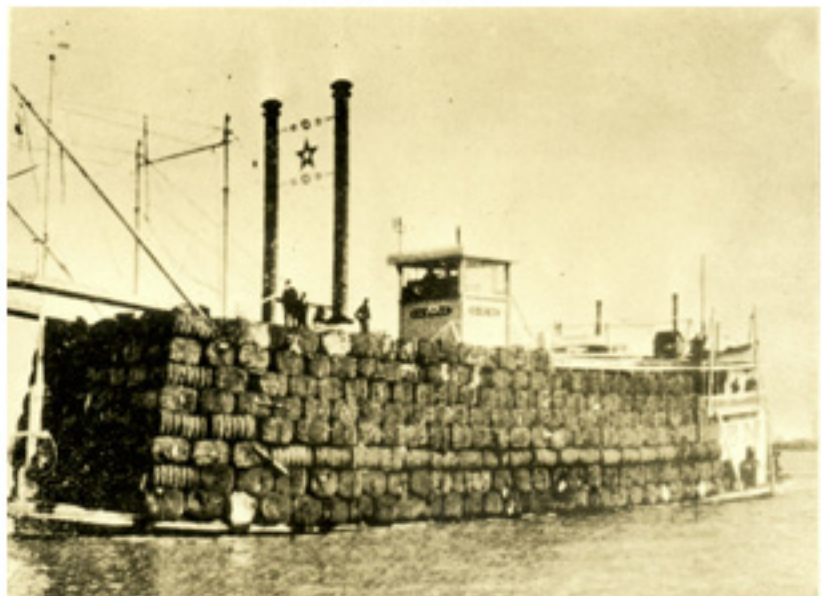


Model of the Red River line Steamer VALLEY QUEEN - 1/2 in. scale. Built in 1899 at Jeffersonville, Ind. Hull, 196 X 36 X 6 ft. Ran in Red River trade and Saint Louis-New Orleans trade under charter of Anchor Line, S. C. Lee, Master. Model built by E. Phillip Norman of New York City in 1933-34. This photo shows model in a "right" aspect all "left" on.

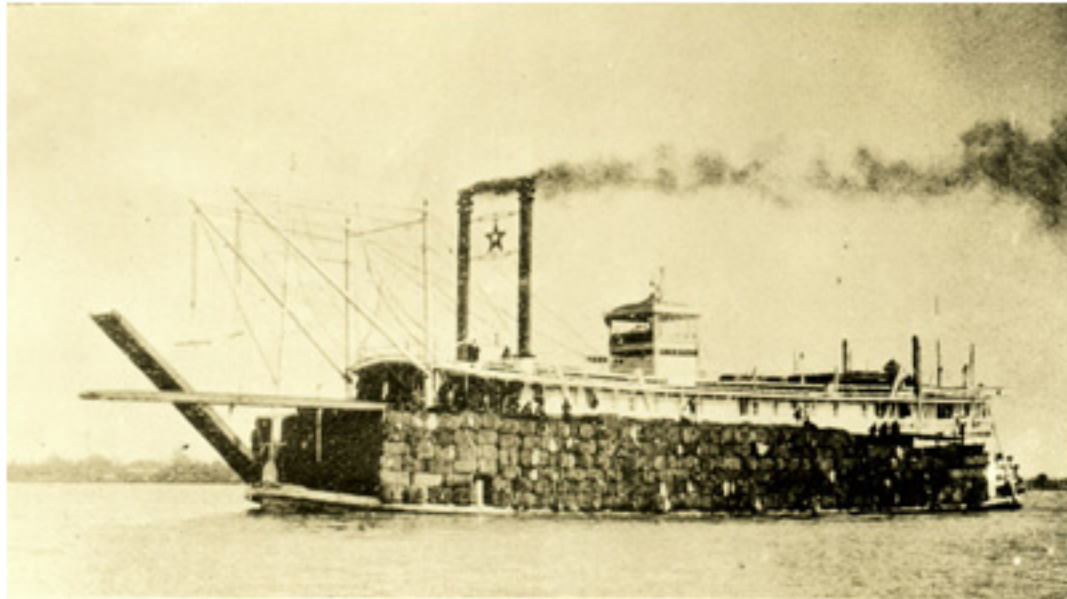
907-Valley Queen model.jpg



907-Valley Queen.jpg



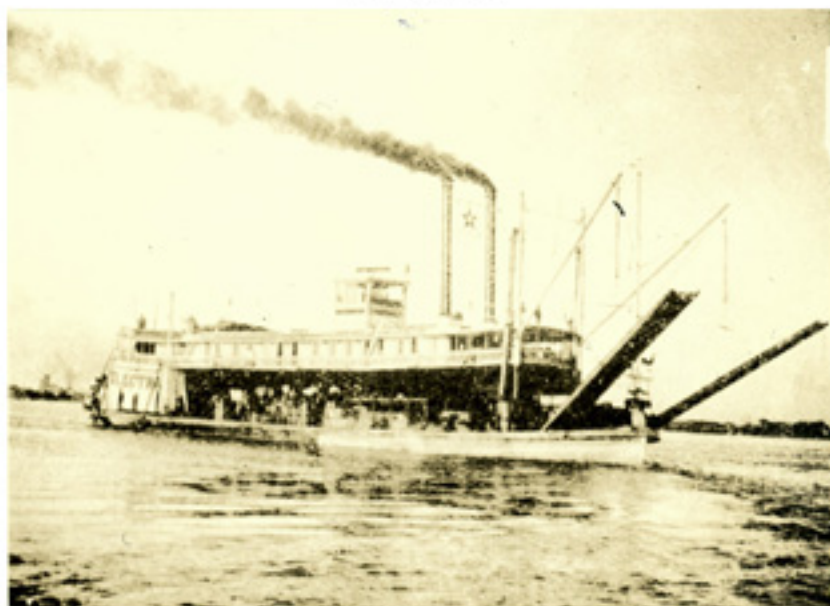
908- 7913.jpg



908-7914.jpg



908-7915.jpg



908-7916.jpg

THE 'LORRAINE K' . . . named for Margaret Lorraine 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.

908-liberty.jpg



909-7865.jpg



909-7884.jpg

I Remember . . .



909-Louise.jpg



910-7841.jpg



912-Bluff City.jpg



912-City of Memphis.jpg

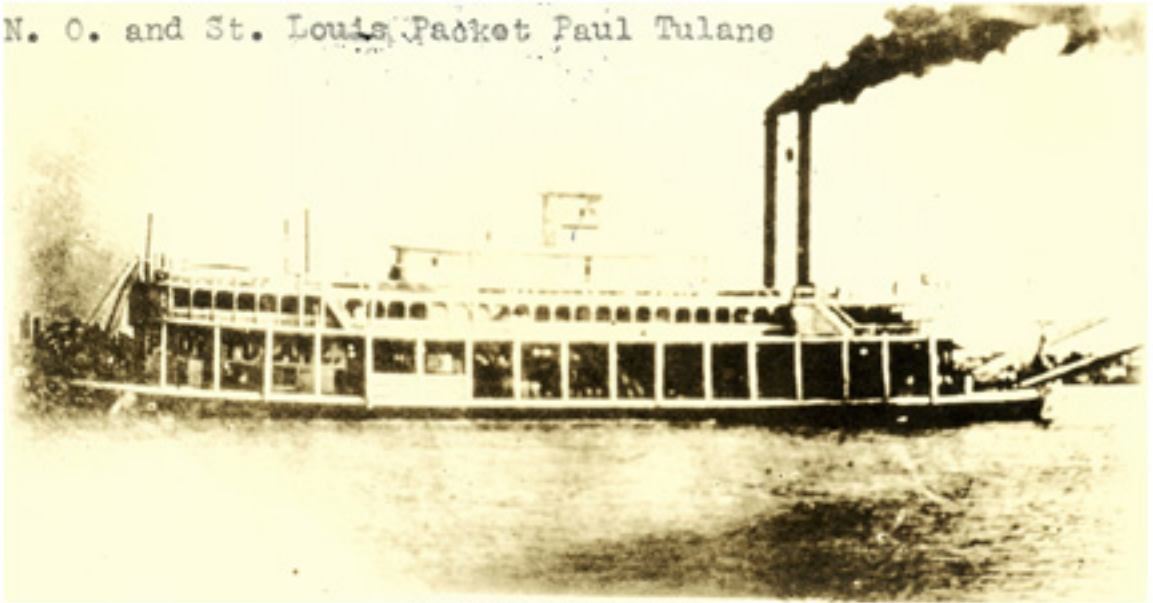


912-Guiding Star.jpg



912-Mobile Wharf.jpg

N. O. and St. Louis Packet Paul Tulane



912-N.O. and St. Louis.jpg



912-Wild Wagoner.jpg