

Leander H. Partridge

(- 1 Jan 1875)

The Evening Star, January 4, 1875

The Funeral of Captain Leander H. Partridge of the steamer Lady of the Lake whose death from rheumatism occurred on Saturday last, as stated in the Star of that day, took place yesterday from his late residence, No. 621 6th street southwest. The sermon was preached by Rev. C.C. Meador, in which some very touching remarks were made regarding the deceased. The body was encased in a handsome walnut casket mounted with silver emblems of the Masonic fraternity. After the service the body was placed in the hearse by the pallbearers -- Captain Samuel Gedney, David D. Holmes, Dorsey Clagett, G.H. Knapp, J.R. Sprankey and J.M. Wilson -- and conveyed to the Congressional cemetery where the rites of the Masonic fraternity were performed.

The Evening Star, January 29, 1875

Loss of the Steamer Lady of the Lake

The Vessel Burned to the Water's Edge--

Destruction of Freight For Washington Consignees

The steamer Lady of the Lake, running between this city and Norfolk, was burned to the water's edge last evening, at her wharf, foot of Main street, in the latter city. The steamer was owned by George H. Plant & Co., of this District, and was valued at \$80,000. She was to have sailed today for Washington, and had on board a full miscellaneous cargo, which was entirely lost. Her after decks were burned down, and, excepting her iron hull, she will probably prove a complete loss. She was laden with freights of four ships from Boston, consigned for the most part to persons in Georgetown, Washington and Alexandria, the whole of which was destroyed by fire or seriously damaged by water. The principal consignees are: Major W. Myers, quartermaster's store; H. Edgar, Ryan & Earnshaw, Hill & Dowell, Ergood & Co., Thomas Dowling, of Georgetown; and W.B. Williams, of Washington (furniture), P.P. Little & Co. (fish), and Browning & Middleton (fish).

History of the Boat

The Lady of the Lake was built of iron by Harlan & Hollingsworth at Wilmington in 1865. She was 230 feet long, 33 feet beam, 9 feet depth of hold; her motive power one noncondensing engine, 50 inch cylinder, 11 feet stroke of piston. She cost \$159,000, and was owned entirely in Washington. She was built originally for the Lake Postchartrain (Louisiana) trade, but was transferred to the line connecting the Seaboard and Roanoke railroad terminus at Portsmouth, Va., with the Eastern Shore of Maryland, known as the Aramessic line, which, being discontinued, she was bought in 1870 by her present owners, George H. Plant & Co., and was placed on the line between here and Norfolk in place of the steamer Colt. She has been running steadily ever since, both on her regular route and excursions, and her speed and elegant appointments were availed of on numerous occasions by excursions and pleasure parties. She was first commanded by Captain Joe Denty, who was succeeded by Captain L.H. Partridge, who, died in this city a few weeks since. On account of the late ice blockade she was hemmed in for the past two weeks at the 6th street wharf, and only resumed her trips on Tuesday last, arriving in Norfolk Wednesday. The vessel was purchased by Plant & Co. for \$80,000, and insured for \$40,000 in the office of A.S. Pratt & Son.