



**TOM**  
 **LEE**  
**PARK**



Six Miles.  
Five Park Districts.  
One Memphis.







- |                              |                         |
|------------------------------|-------------------------|
| 1. Court House & Post Office | 11. M. & T. R. R. Depot |
| 2. Market House              | 12. M. & T. R. R. Depot |
| 3. Fire Engine House         | 13. Elwood              |
| 4. City Prison               | 14. St. John            |
| 5. City Hospital             | 15. St. John            |
| 6. St. John's Hospital       | 16. St. John            |
| 7. St. John's Hospital       | 17. St. John            |
| 8. St. John's Hospital       | 18. St. John            |
| 9. St. John's Hospital       | 19. St. John            |
| 10. St. John's Hospital      | 20. St. John            |

VIEW OF THE CITY OF

# MEMPHIS

TENNESSEE, 1870.

Division of Maps  
 No. 22 1941  
 Library of Congress

- |                         |                         |
|-------------------------|-------------------------|
| 21. St. John's Hospital | 22. St. John's Hospital |
| 23. St. John's Hospital | 24. St. John's Hospital |
| 25. St. John's Hospital | 26. St. John's Hospital |
| 27. St. John's Hospital | 28. St. John's Hospital |
| 29. St. John's Hospital | 30. St. John's Hospital |
| 31. St. John's Hospital | 32. St. John's Hospital |
| 33. St. John's Hospital | 34. St. John's Hospital |
| 35. St. John's Hospital | 36. St. John's Hospital |
| 37. St. John's Hospital | 38. St. John's Hospital |
| 39. St. John's Hospital | 40. St. John's Hospital |
| 41. St. John's Hospital | 42. St. John's Hospital |
| 43. St. John's Hospital | 44. St. John's Hospital |
| 45. St. John's Hospital | 46. St. John's Hospital |
| 47. St. John's Hospital | 48. St. John's Hospital |
| 49. St. John's Hospital | 50. St. John's Hospital |





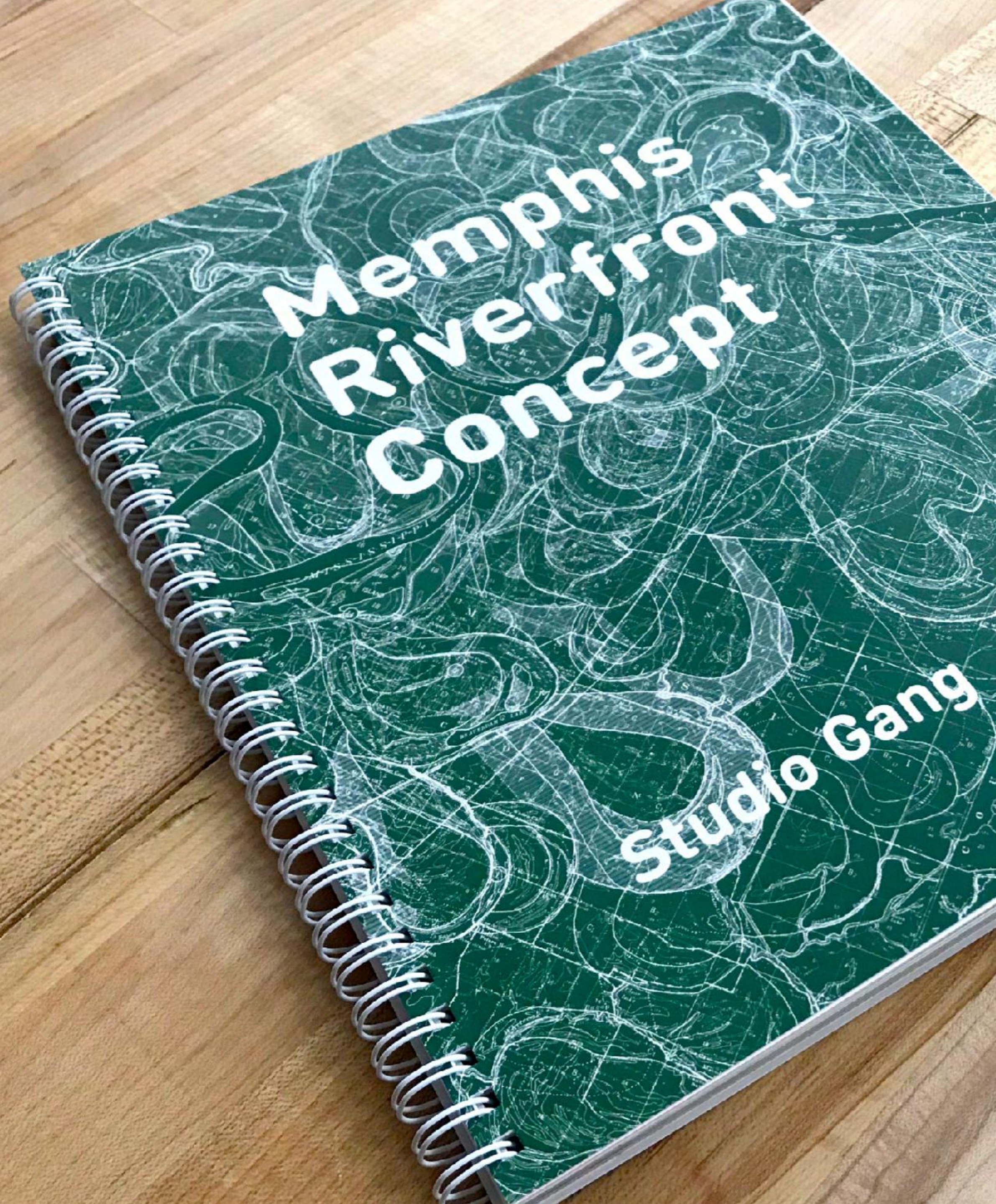
















# RIVER GARDEN





# FOURTH BLUFF PARK





# FOURTH BLUFF PARK















Future Site -  
Brooks Museum

FedEx Forum

South City

National Civil  
Rights Museum

Cobblestone  
Landing

**TOM**  
 **LEE**  
**PARK**

Mississippi River







# THE COMMERCIAL APPEAL

VOL. CVIII—No. 129.

Consolidated  
July 1, 1904.  
The Appeal... Est'd 1840  
The Avalanche... Est'd 1857  
The Commercial... Est'd 1883

MEMPHIS, TENN., SATURDAY MORNING, MAY 9, 1925.—TWENTY-FOUR PAGES

Telegraph Service by Associated Press, Universal Service, New York World and Chicago Tribune Service.

## U. S. STR. NORMAN GOES DOWN, LOSS MAY REACH 20; DISTINGUISHED ENGINEERS ON INSPECTION TRIP MEET QUICK DEATH IN MISSISSIPPI RIVER TRAGEDY

### MISSION OF AMERICA IS TO ORGANIZE WORLD FOR PEACE--COOLIDGE

President Commits Self to a  
Federation of Nations.

### VISIONS WORLD AT PEACE

Speaks on the Recent Refer-  
endum on the Constitution.

### PREDICTS END OF WARS

Same Humanity Which Has  
Moulded Great Nations Will  
"Find Institutions by Which to  
Place International Relations  
Upon the Same Foundation,"  
President Tells Oratorical Meet-  
ing.

(By Chicago Tribune-Commercial  
Appeal Leased Wire.)

WASHINGTON, May 8.—Making  
the utmost possible contribution to-  
ward organizing the peoples and na-  
tions of the world for peace, was the  
task set for the United States to-  
night by President Coolidge.

Speaking at the opening of the  
national oratorical contest, where  
seven high school orators, chosen  
from 1,400,000 competitors, de-  
livered orations on the constitution  
of the United States, the president  
outlined the road to ultimate world  
peace.

"Our nation," said President  
Coolidge, "has a weighty responsi-

### THE WEATHER

#### WEATHER FORECAST.

WASHINGTON, May 8.—Forecast for  
Saturday and Sunday:  
Tennessee—Unsettled, probably showers  
Saturday and Sunday; cooler Sunday.  
Kentucky—Unsettled, probably showers  
Saturday and Sunday; cooler Sunday.  
Louisiana—Saturday and Sunday unset-  
tled, probably showers in northern por-  
tion.  
Arkansas—Saturday and Sunday unset-  
tled, probably showers.  
Oklahoma—Saturday probably showers;  
Sunday generally fair.  
East Texas—Saturday and Sunday part  
cloudy, probably showers.  
West Texas—Saturday part cloudy, show-  
ers in southern portion, clear in north por-  
tion; Sunday generally fair.  
Virginia—Fair in east and partly cloudy,  
probably followed by showers in west por-  
tion Saturday; Sunday showers, not much  
change in temperature.  
North Carolina—Partly cloudy, probably  
showers in northwest Saturday and Sun-  
day.  
Georgia—Unsettled, probably showers in  
north portion Saturday and Sunday.  
Florida—Fair Saturday and Sunday.  
Extreme Northwest Florida—Mostly fair  
Saturday and Sunday.  
Illinois and Missouri—Showers probably  
Saturday and Sunday, not much change in  
temperature.

#### Winds.

East Gulf—Moderate and southeast,  
weather fair Saturday.  
West Gulf—Fresh south and southeast,  
strong at times over north portion and  
moderate east over south portion, weather  
partly overcast Saturday.  
Caribbean Sea and Windward Passage—  
Moderate east and weather fair Saturday.  
Sandy Hook to Hatteras—Fresh over  
north portion and east and northeast over  
south portion, weather partly overcast  
Saturday.  
Hatteras to Florida Straits—Moderate to  
fresh northeast over north portion and east  
over south portion, weather fair Saturday.

#### UNITED STATES WEATHER REPORT.

Memphis, Tenn., May 8, 1925.

PLACE OF OBSERVATION.	Temperature		Precipitation.
	Highest Today.	Lowest Night.	
Ablene, Texas	62	50	60 1.42
Anarillo, Texas	65	53	54 .00
Atlanta, Ga.	72	54	56 .00
Boise, Idaho	70	62	36 .00
Boston, Mass.	52	60	44 .00
Buffalo, N. Y.	44	46	38 .00
Calro, Ill.	42	66	50 .00
Calgary, Brit. N. W.	60	62	24 .00
Charleston, S. C.	70	62	52 .00
Chattanooga, Tenn.	66	70	48 .00
Chicago, Ill.	50	50	46 .00
Cincinnati, Ohio	66	70	38 .00
Denver, Col.	58	60	44 .00
Dodge City, Kan.	66	70	52 .00
Duluth, Minn.	54	60	32 .00
Eastport, Me.	76	62	60 .00
El Paso, Texas	70	62	36 .00
Fort Smith, Ark.	64	68	56 .10

### LACK OF HYSTERIA WAS BOON, SAYS SURVIVOR

Deeds of Heroism Were Plen-  
tiful Yesterday.

### CONNOLLY IN COMMAND.

Motor Boat Manned By Tom Lee  
Performs Wonders, and Was  
Responsible for Saving Many  
Lives.

W. W. DeBerard, western editor for  
the Engineering News Record, whose  
home is in Chicago, was the first sur-  
vivor of the disaster to reach Mem-  
phis. He was brought to the city over-  
land by a reporter for The Commer-  
cial Appeal, making the first lap of  
the journey on mules, then a two-mile  
walk, thence in a Cole-Carlin ambu-  
lance driven by W. L. Carlin.

A hot supper was waiting in the  
news room of The Commercial Appeal  
when Mr. DeBerard arrived. His water-  
soaked clothing had been cast off and  
he was attired in a large blanket  
taken from the ambulance.

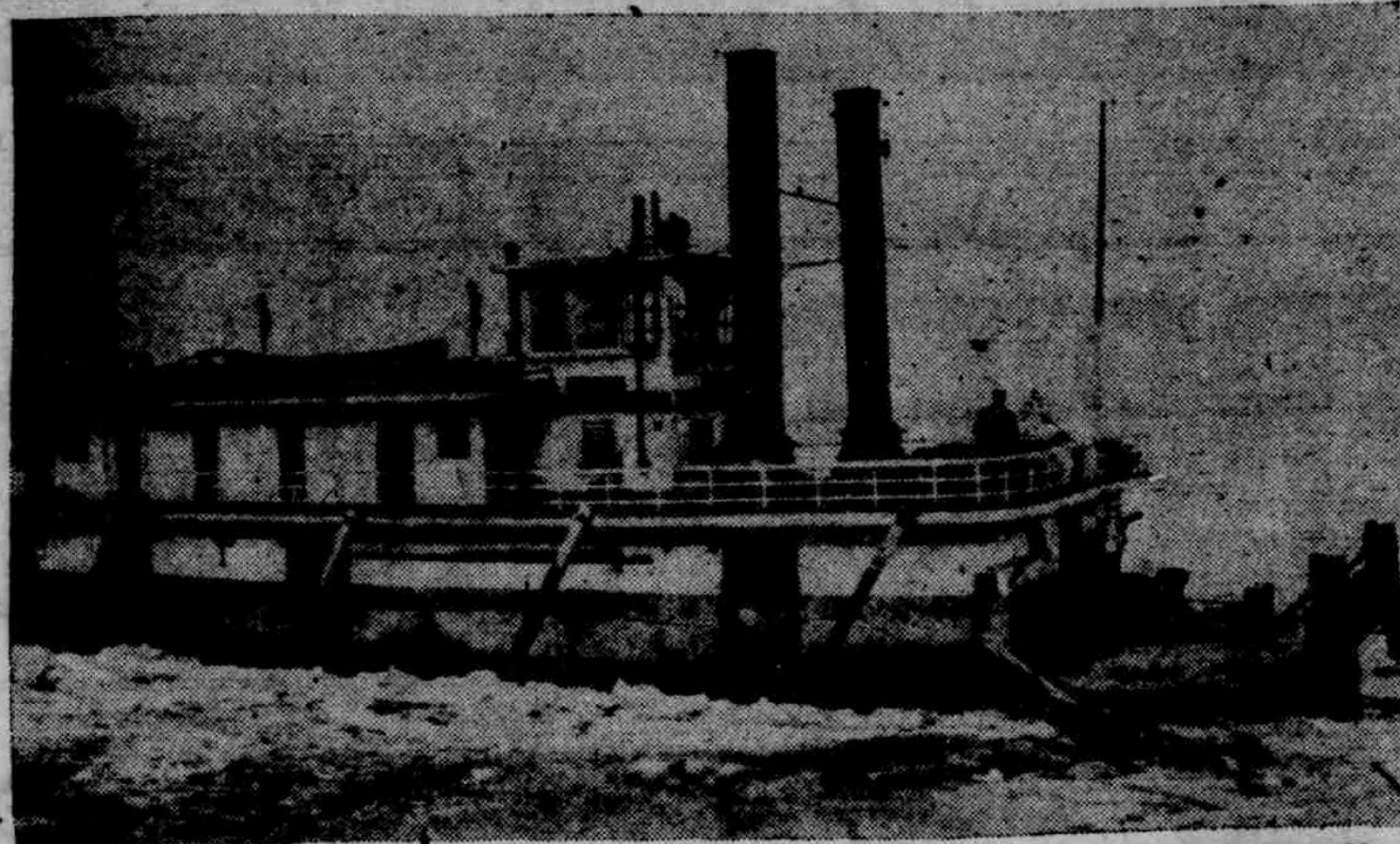
This is Mr. DeBerard's own story of  
the disaster:

In the midst of deliberating over  
the question of the formation of a  
local section of the American Society  
of Civil Engineers, a cry went up to  
the assemblage to shift to the high  
side of the boat. Since this same or-  
der had been given twice before, no  
one was flurried, or felt uneasy, but  
started to comply.

Boat Lists Rapidly.

"Before it was possible to do so,  
however, the boat continued to list  
with the lower side awash and every-  
body in the assemblage rushed out of  
an enclosure at the bow of the boat  
and threw a screened-in portion out-  
side of this first enclosure. There was  
no screaming or yelling of men except  
to call for life preservers and to throw  
them out. The boat listed so fast that  
few were able to adjust them, and

### Steamer M. E. Norman As Commissioned in January



The M. E. Norman, named for the M. E. Norman Towing and Lumber Company, was built at Morgan City, La., last year and on commission was bought by the Mississippi River Commission, First and Second District, United States Engineers on January 15, 1925. The Norman's length was 114 feet, beam 26 feet, draft 3.9 feet. She was a steel-hulled, oil burner with two boilers, and capable of a speed of 12 miles an hour. Howard Fenton was master and pilot. The crew comprised 10 men.

### FIRST AID WENT TO SCENE IN SPEED BOAT

Two-Room Negro Hut Be-  
came Hospital for Rescued.

### FIRE SHOWED LOCATION.

Dr. Louis LeRoy and Commercial  
Appeal Reporters Reached Spot

### PASSENGER LIST KNOWN DEAD

Walter G. Kirkpatrick, professor of Municipal Engineer-  
ing, University of Mississippi.  
Mrs. W. G. Kirkpatrick.  
Mrs. J. F. Dorroh, wife of the dean of the School of Engi-  
neering, University of Mississippi.  
Maj. M. M. Gardiner, U. S. Engineer.  
Edgar Bosard, age 10, son of Ralph Bosard, Memphis.

### UNACCOUNTED FOR

C. E. Shearer, Memphis, engineer.  
E. H. Bowser, chief timber agent, I. C. R. R.  
Paul Norcross, engineer, Atlanta, Ga.  
Ralph Bosard and wife.  
Mrs. Lydia Hiding, 78, mother of L. L. Hiding.

### 52 ARE NUMBERED IN LIST OF THE RESCUED

Sight-seeing Tour of Mid-South Engineers in Session  
Here Ends in Death and Disaster.

### MISSISSIPPI PROFESSOR AMONG THE DEAD

Steamer Goes Down Opposite the End of Josie Harris  
Island, 15 Miles Below Memphis—Survivors  
Brought to Memphis.

Twenty persons, including some of the foremost graduate en-  
gineers of the mid-south, lost their lives at 5 o'clock yesterday  
afternoon when the stern-wheel steamer M. E. Norman, of the  
United States Engineer's fleet, turned turtle and went down in  
the Mississippi River 15 miles below Memphis.

The boat was carrying a passenger list of 50 visitors and dele-  
gates to the first convention of the engineers of the mid-south and  
their guests.

When just opposite the north end of Josie Harris Island, Maj.  
D. H. Connolly, U. S. Engineer noticed that the boat was listing  
badly and spoke to Captain Howard Fenton.

"There are too many people on one side," said Captain Fenton.

Major Connolly went on deck and in the main cabin and scat-  
tered the crowd but the boat continued to list to starboard.

Sensing danger Major Connolly directed the captain to head  
for the shore. The boat was started in that direction and when  
about 300 feet off the Mississippi shore turned heavily on its side.  
Passengers were quickly equipped with life preservers and wooden  
planks. Some who were in the main cabin failed to get out before  
the ship made its plunge. Nearly all the passengers equipped them-  
selves and leaped into the water as the steamer went down.

Many were the acts of heroism. One negro, Tom Lee, with a  
small boat rescued twenty persons. One boy scout saved the life  
of a four-year-old child.

The Norman was seen to have a sharp list when she left  
Pinckney, Ark. Workers on the government boats there said she  
was three feet higher out of water on one side than she was on





































































THIS IS MEMPHIS

THIS IS MEMPHIS

THIS IS MEMPHIS









Late afternoon of May 1, 1955, Tom Lee (1885-1952) steered his boat after delivering an off

Also on the river was a Norman, carrying members of the Club of Memphis, the Civil Engineers, and t

Lee witnessed the Norman current 15 miles down at Cow Island Bend. A swim, he rescued 32 p to shore. Lee acted qu no regard for his own search after night fell. only 23 people died.

For his heroism, Lee and awards. In 1954, and







# THIS

A large bridge with many lights spanning a river at night. The bridge has a series of vertical supports and a curved top structure. The river is dark, and the sky is a deep purple. In the foreground, there are some trees and a fence.

Watch the video at [vimeo.com/memriverparks/dayone](https://vimeo.com/memriverparks/dayone)

# MEMPHIS

A park area with trees and people at night. The trees are illuminated with warm lights, and there are people walking around. The background shows a city skyline.

02:03





# KEY LESSONS

## 1. Design Equity and Excellence





# KEY LESSONS

1. Design Equity and Excellence
2. Gradual Placemaking





# KEY LESSONS

1. Design Equity and Excellence
2. Gradual Placemaking
3. Neighborliness and Safety





# KEY LESSONS

1. Design Equity and Excellence
2. Gradual Placemaking
3. Neighborliness and Safety
4. Partnerships

