

St. Johns River, Florida

The Steamboat Era

Baya's Line

Hanero T. Baya was born in 1839 in St. Augustine, Florida. He was a fourth generation descendant of a Spanish land-grant family. In 1856 in Charleston, South Carolina, he became a clerk with P. J. Porcher, who owned a brokerage and auctioneering firm located at 25 Broad Street; in 1859, Baya was made a partner in the firm; the firm went out of business with the advent of the American Civil War. On December 10, 1860, Hanero Baya married Mary Carmin Benet at Saint Johns, Florida.

In 1861, Capt. Baya became a clerk in the Confederate Army Subsistence Department. In July 1862, he was appointed Captain, Assistant Commissary, Confederate States Army, 8th Florida Regiment. Capt. Baya was in the second battle of Manassas and at Chancellorsville; he was captured at Gettysburg. He served 18 months at Camp Point Lookout in Maryland. In May 1865, at the end of the War, he was paroled at Lake City, Florida as a Major and was then made a Colonel in the 11th Florida State Militia. In Jacksonville, Florida in 1865, Colonel Baya and a Mr. Pace opened a grocery store selling supplies to the steamboat trade. The store was located at the corner of Ocean and Bay Streets by the St. Johns River. In 1867, Colonel Baya became the sole owner of the grocery store on East Bay Street selling both wholesale and retail.

"In 1865 after the war, the railroads from Baldwin to Jacksonville had been torn up and ladies had to walk as well as the men...ruins of burned buildings, property had been confiscated, the salt works had been destroyed.....the city was under military government...one store was open and one small saw mill. In 1868, elections were held, military rule ceased and the city became a civilian department; military occupation continued for four years after the war. New buildings were put up for stores and residences, and new mills wharves were erected; the River became busy again."

http://archive.org/stream/historyofearlyja00davi/histor_yofearlyja00davi_djvu.txt EXPLORING FLORIDA

H. T. BAYA,
Wholesale and Retail Dealer in
Groceries, Provisions,
WINES, LIQUORS, TOBACCO, &c.,
Hotel and Boarding House Supplies a Specialty.
Also, Agent for Steamers **LOLLIE BOY** and **PASTIME.**
No. 2 East Bay Street, next to the Market,
JACKSONVILLE, FLA.

Webb's Jacksonville Directory 1876-77

Colonel Baya continued the grocery business through the mid 1890's. In addition to running his grocery business, in 1874 he purchased the steamer **GAZELLE**, **WATER LILY** in 1879, **PASTIME** in 1880, **SYLVAN GLEN** in 1881, and **MAGNOLIA** in 1882. In 1882, the steamboat **H. T. BAYA** was built in Philadelphia. On March 28, 1883, Baya's Line merged with Frederick de Bary's *DeBary Merchants' Line* to form the *DeBary-Baya Merchants' Line*. In 1886 and 1887, Colonel Baya was the General Manager for the *DeBary-Baya Merchants Line*. By 1888, Colonel Baya was out of the steamboat business but continued to run the grocery. In 1891, he became cashier of the newly-opened Merchants National Bank of Jacksonville, Florida which was located at 16 East Bay Street. Colonel Baya worked at the Bank until 1899 when he went into the real estate business.

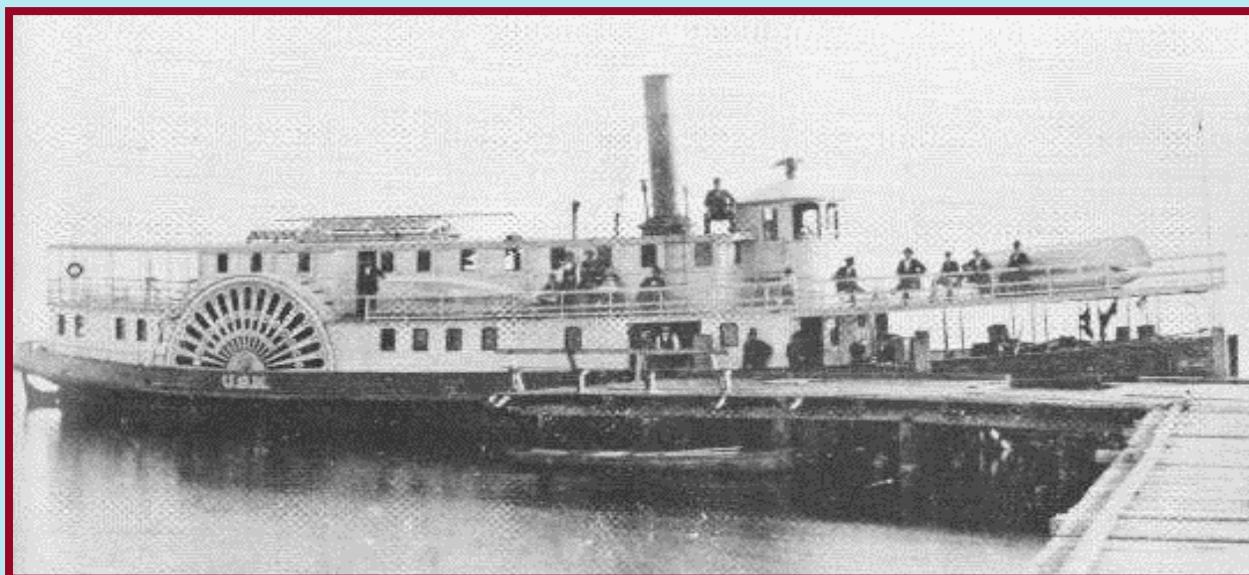
Steamboat GAZELLE

Around 1874. Colonel Baya purchased a small steamboat called **GAZELLE**. Prior to the purchase, **GAZELLE** had burned to the waterline; Colonel Baya had the steamboat extensively overhauled. She became an excursion and river trade boat stopping at small settlements downriver from Jacksonville. In January 1878, **GAZELLE** was running from Green Cove Springs to Mayport and Port George and with a stop at Jacksonville in between....."**GAZELLE** spent the morning going down the River and the afternoon going up it..." In 1882, Colonel Baya sold the **GAZELLE**. The same crew that took her north to New Jersey to its new owner brought back Colonel Baya's new steamboat which was named **MAGNOLIA**.

Steamboat WATER LILY

Colonel Baya bought the steamboat **WATER LILY** in July 1879 from New Englanders William F. Porter and George R. Hall. **WATER LILY** was built in 1873 in Jersey City, New Jersey and was a double-decked side-wheeler 127.7 feet by 18 feet by 5.4 feet and 118 tons. **WATER LILY** ran between Jacksonville - Mandarin - Fort George Island carrying freight and passengers; reportedly, she was a boat of "remarkable speed." In 1883, **WATER LILY** would be incorporated into the *DeBary-Baya Merchants' Line*. She would be sold off when the Clyde Steamship Company purchased the *DeBary Mechants' Line*.

Steamboat *PASTIME*



<http://ufdc.ufl.edu/NF00000088/00001/81j>

Edward A Mueller's *Steamboating on the St. Johns* Page 60 xiii

PASTIME was built in 1871 at the Northport Shipbuilding Corporation in Northport, New York. She was an 80-ton steam yacht and was 110' long, 19.75' wide and 6.2' deep. She was purchased in 1874 by George Kelsey and Robert Eldridge of the Kelsey Line and ran in Connecticut in the summer and in Florida during the winter. **PASTIME** was owned by the St. Johns River Steamboat Company (parent company of the Kelsey Line) between 1878 and July 1880, which was when Col. Baya purchased her. She became part of the *DeBary-Baya Merchants' Line* in March 1883. **PASTIME** and **WATER LILY** each carried a four-piece Italian band on their trips. **PASTIME** was sold to Henry B. Plant in 1886, ran in the Tampa area, and was dismantled in 1896.

Steamboat *SYLVAN GLEN*



<http://ufdc.ufl.edu/NF00000105/00001/89>

SYLVAN GLEN was built in 1869; the hull was built in Brooklyn by Lawrence & Foulks and her engine was constructed by Fletcher, Harrison and Company in New York. **SYLVAN GLEN** could run 17 ½ miles per hour. She was originally owned by the New York and Harlem Navigation Company and used as a day boat. Col. Baya purchased **SYLVAN GLEN** on June 20, 1881 for \$30,000. She was a wooden side-wheeler, 330 tons, 153.5 feet by 27.5 feet by 8.3 feet and had a vertical walking-beam engine (seen clearly in photo above) with a 40" diameter cylinder with an 8' piston stroke. In 1883, she joined the *DeBary-Baya Merchants' Line*.

LAWRENCE & FOULKS' construction schedule

Name	Type	Built	Ton	Engine	Ordered by	Intended Service	Notes
<i>Sylvan Glen</i>	Ferry	1869	350	Fletcher	Harlem SBC	New York	Scrapped 1915

[http://en.wikipedia.org/wiki/Lawrence %26 Foulks#Origins.2C 1850.E2.80.9354](http://en.wikipedia.org/wiki/Lawrence_%26_Foulks#Origins.2C_1850.E2.80.9354)

In 1884, **SYLVAN GLEN** was running between Savannah and Tybee. In 1885, she ran between Jacksonville and Palatka. On March 12, 1885, she outran the Steamboat **CHESAPEAKE** (an 1885 Hamar, Ohio built side-wheeler 188 ft. by 26 ft., depth 5 ft., gross tonnage 225 with its Captain Ed Maddy) to Grassy Point. On March 30th, **SYLVAN GLEN** bested the Steamboat **KATE SPENCER** from Mayport to New Berlin. **SYLVAN GLEN** was sold after 1885.

◆ A nephew of Col. Baya wrote his firsthand account of the exciting steamboat race between the southerner Col. Baya and his side-wheeler **SYLVAN GLEN** and the side-wheeler **JOHN SYLVESTER** owned by the northerner Capt. Post of the *Post Line*. Click on <http://ufdc.ufl.edu/NF00000088/00001/124j>. Pages 100/101.

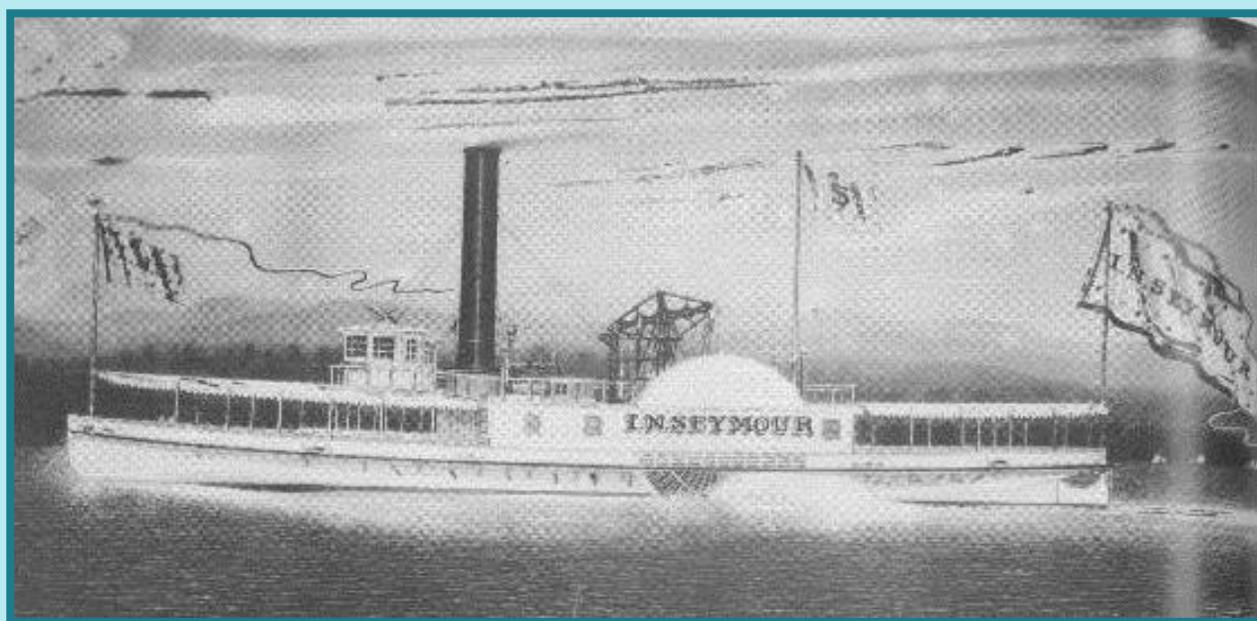
Steamboat **MAGNOLIA**



Steamer MAGNOLIA backing out of slip at Laura Street on route to Green Cove Springs, Florida

<http://floridamemory.com/items/show/41186>

MAGNOLIA was originally named the **I. N. SEYMOUR** and was used as a tug and dispatch boat and had 133 tonnage and two guns; a 30-pound Parrott gun and a 12-pound rifled howitzer. The **SEYMOUR** was bought by the U.S. Navy in 1861. In November 1861, she joined the Union's Atlantic Blockading Squadron and was on blockage and expedition duty in the coastal waters off North Carolina and Virginia. In February 1862, she sank off Roanoke Island and was raised. On September 4, 1862, she sank again in the Neuse River in North Carolina, which flows into Pamlico Sound at the Atlantic Ocean, and was raised on September 22. In May 1865, at the end of the American Civil War, she was running on the James River in North Carolina before being sent to the Washington Navy Yard.



<http://ufdc.ufl.edu/NF00000088/00001/80j>

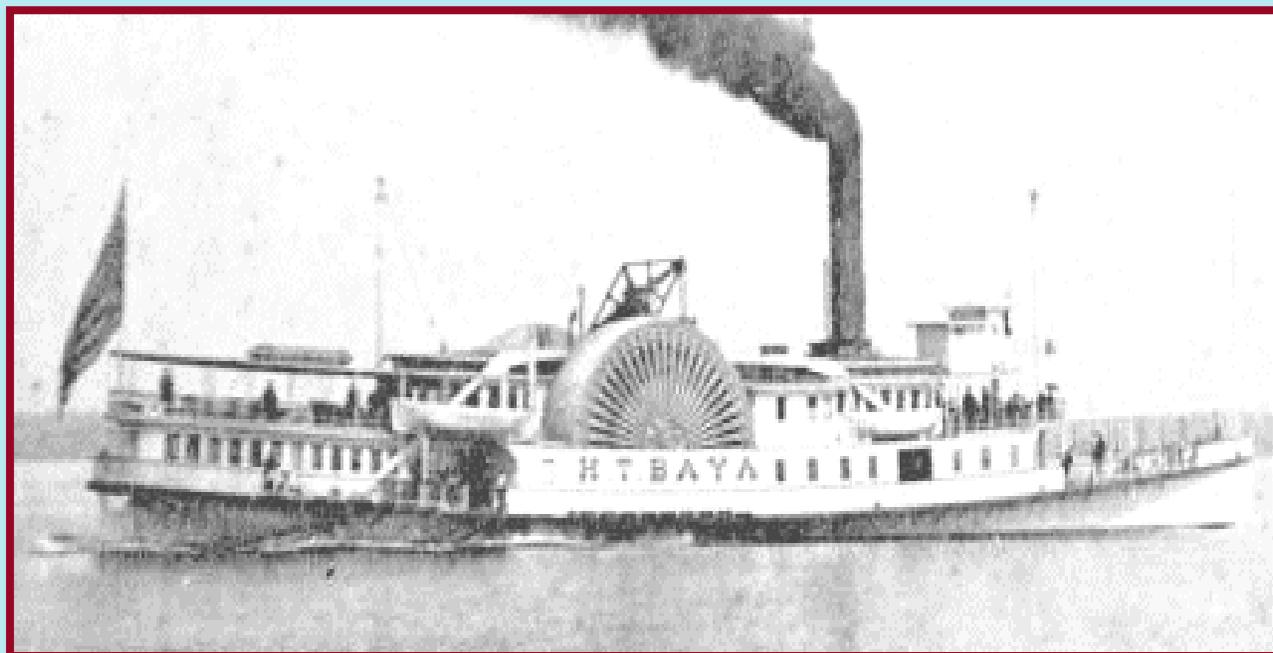
<http://shipbuildinghistory.com/history/navalships/another.htm> Ships acquired by the US Navy during the Civil War:

Shipbuilder	Location	Original Name	Name	Type	LDT	Built	Acquired	Disposition
Mare Island NSY	Keyport N.J.	Seymour	Isaac N. Seymour	Steamer	132	1860	1861	to USLHS 1865

On June 20, 1865, the **I. N. SEYMOUR** was renamed **TULIP** and joined the N.S. Lighthouse Service. Seventeen years later, on June 7, 1882, she was purchased by Martin H. Gregory (a steamboat broker) of Red Bank, New Jersey who renamed her **MAGNOLIA**. On June 19, 1882, Martin Gregory sold her to Col. Hanero T. Baya of the *Baya Line*. **MAGNOLIA** would be incorporated into the *DeBary-Baya Merchants' Line* in 1883.

MAGNOLIA could carry 250 persons and could sleep 22. She had one condensing engine with a 30" diameter cylinder with a 6-foot piston stroke and was 126' in length, 37' wide, and weighed 106 tons. **MAGNOLIA** was remodeled to have two saloons, one on the upper deck and one on the main deck. She would carry crops such as boxes of oranges, Mandarin type orange trees, and bales of cotton. She would run from Jacksonville to Palatka and from Jacksonville to Savannah. **MAGNOLIA** also could be rented for moonlight excursions from Jacksonville to Mandarin; fare was 50 cents. On December 3, 1883, she was damaged in the fire at the wharf in Jacksonville in which the steamboat **FRED^K DeBARY** burned to the waterline. In May 1888, **MAGNOLIA** was sold to Robert Reid of New York for \$4,800.00; then was sold to a Nova Scotia company for \$2,800.00. On January 15, 1898, she burned near Sidney, Nova Scotia.

Steamboat *H. T. BAYA*



<http://floridamemory.com/items/show/8384>

H. T. BAYA was built and launched in Philadelphia in 1882. She was a side-wheeler 205' by 32' by 9.2' and 669 tonnage with two boilers. The single cylinder vertical walking beam engine 52" diameter with a 10' piston stroke was built by Neafie and Levy. The main saloon was about 100 feet long and the dining salon was located below. The machinery alone reportedly cost some \$40,000. **H. T. BAYA** arrived in Jacksonville with Col. Baya who became the owner as of December 15, 1882. In 1883, she would become part of the *DeBary-Baya Merchants' Line*.

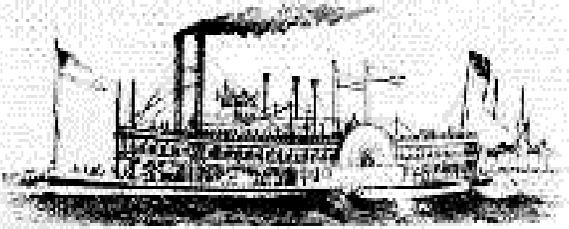
In 1884, she was sold (or leased) to John Starin in New York and would run to Hoboken. In 1885, **H. T. BAYA** would travel to Glen Island and from Newark to Coney Island Iron Pier. In 1886, her name was changed to **BAY RIDGE** as she ran on the Potomac from Baltimore to the resort called Bay Ridge. In 1887, **BAY RIDGE** became a fishing vessel leaving from the 21st Pier on the East River. At the end of 1887, she was running on the Sands Point Long Island route. On August 12, 1888, **BAY RIDGE** was destroyed by fire, burnt to the water's edge at Glenwood, Long Island; the hull was raised but that spelled the end of "**H. T. BAYA - BAY RIDGE**."

FLORIDA. BAYA'S LINE FLORIDA.

—♦♦— UNITED STATES FAST MAIL —♦♦—

ST. JOHNS RIVER STEAMERS.

The New and Elegant Side Wheel Saloon Steamers

H. T. BAYA,		MAGNOLIA,
SYLVAN GLEN,		and PASTIME,

—(PERFORD A.)—

TRIPLE DAILY SERVICE (Sundays excepted),

—(BETWEEN)—

JACKSONVILLE and PALATKA,

Carrying the U. S. Mails, connecting at TOCOPI with R. R. for ST. AUGUSTINE, and at PALATKA with B. R. to GAINESVILLE and Ocala, with DeBary Steamers for SANFORD, ENTERPRISE, and intermediate landings, and with Steamer for the OUKLAWAHA RIVER.

Tickets for sale at all LEVE & ALDEN'S Tourist Offices. B. H. HOPKINS, G. P. and T. Agent.

On March 28, 1883, the *DeBary-Baya Merchants' Line* was incorporated in New York. The new corporation combined Frederick de Bary's *DeBary Merchants' Line* with Colonel Hanaro T. Baya's *Baya's Line*.

Published March 28, 1883 *The New York Times*

ALBANY, March 28, The following companies were incorporated today: The DeBary Baya Merchants' Line for the navigation of the St. John's River in the State of Florida; capital; \$200,000.....



Article contains excerpts from *Steamboating on the St. Johns 1830-1885* by Edward A. Mueller

STEAMBOATS SOUTHERN STYLE: BAYA'S LINE Pages 89-92

The Kellersberger Fund of the South Brevard Historical Society.

<http://ufdc.ufl.edu/NF00000088/00001/113j>

Extra Reading

Timucuan Missions of Spanish Florida and the Rebellion of 1656

<http://archive.org/stream/timucuanmissions00wort#page/n333/mode/2up>

The History of Fort Matanzas

<http://www.augustine.com/history/matanzas/matanzas-florida.php>

Jacksonville is in Ruins – The 1863 Union Burning of Jacksonville, Florida

<http://civilwarflorida.blogspot.com/2013/03/jacksonville-is-in-ruins-1863-union.html>

Webb's Jacksonville Directory 1876-67 <http://www.latinamericanstudies.org/19-century/Jacksonville-1876.pdf>

