

St. Johns River, Florida
The Steamboat Era.....
DeBary-Baya Merchants' Line

Published **March 22, 1883** *THE FLORIDA STAR*, Titusville, Florida from University of Florida
<http://ufdc.ufl.edu/UF00075901/00040/1j>

DeBary-Baya Consolidated Line.

Col. H. T. Baya and Capt. W. B. Watson returned from New York yesterday, where they went for the purpose of perfecting arrangements for the consolidation of the de Bary Merchant's Line and the Baya Line of steamers. Capt. Watson informed a reporter last evening that all the necessary arrangements had been made and that the lines would be consolidated on the first of April when he would assume the entire management.

A stock company composed of Col. Baya and the present owners of the de Bary Line had been formed under the laws of New York, the former by-laws, etc., of the de Bary Line being adopted. Capt. Watson says that for the present no change of any consequence will be made either in the offices or employees of the line and all the old employees of both lines will be retained as nearly as possible in the positions at present filled by them. The schedules of the various boats will also remain about the same and until other arrangements are made the same docks now in use will be retained.

The consolidated line will be known as the "De Bary-Baya Merchants Line" with headquarters on the wharf at the foot of Laura Street (Jacksonville). This is now one of the strongest transportation lines in the South, and equipped as it is with twelve large, first-class steamers, valued at over half a million dollars, will be enabled to materially aid in the development of Jacksonville and the entire country adjacent to the St. Johns River.....It is the present intention of the managers to retain all of the steamers of the consolidated lines here during the entire summer except the *H.T. Baya*, which will in all probability be placed on an excursion route north.....

Times-Union.

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.....

On March 28, 1883, the *DeBary-Baya Merchants' Line* was incorporated in New York. The new corporation combined the *DeBary Merchants' Line*, which was owned by Frederick de Bary, and *Baya's Line* which was owned by Colonel Hanaro T. Baya, Eighth Florida Volunteers and native of St. Augustine, Florida. The *DeBary-Baya Merchants' Line* would consist of the steamboats *CITY OF JACKSONVILLE*, *FRED^WDeBARY*, *ROSA*, *GEO. M. BIRD*, *ANITA*, *WELAKA*, *H. T. BAYA*, *SYLVAN GLEN*, *MAGNOLIA*, *WATER LILY*, *PASTIME*, *FANNIE DUGAN*, AND *EVERGLADE* and the barge *OSCAR WILDE*. The only two steamboats added to the new company were **FANNIE DUGAN** and **EVERGLADE**. The *DeBary-Baya Merchants' Line* would become the most successful steamboat line to travel the St. Johns River.



Excerpts from *Steamboating on the St. Johns 1830-1885* by Edward A. Mueller

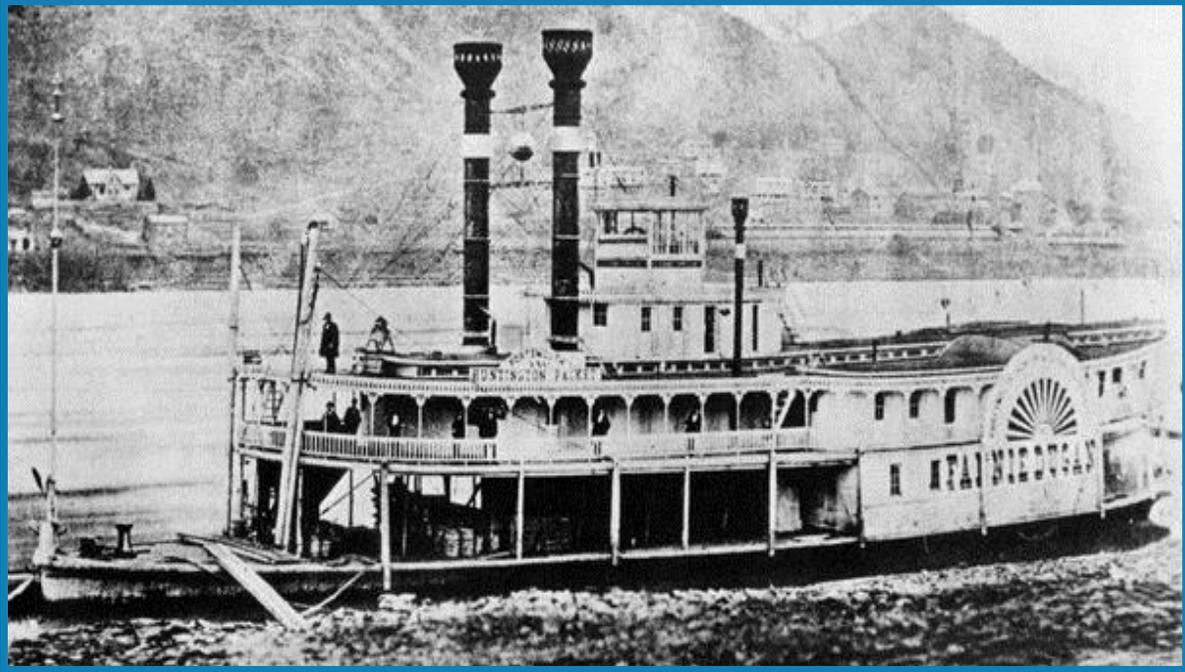
NORTH AND SOUTH COMBINE: THE DeBARY - BAYA MERCHANT LINE Pages 93-105

The Kellersberger Fund of the South Brevard Historical Society.

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

De BARY-BAYA MERCHANTS' LINE

Steamboat FANNIE DUGAN



<http://ufdc.ufl.edu/NF00000105/00001/95>

The **FANNIE DUGAN** was built in Portsmouth, Ohio in 1871 and launched in 1872. The original owner was Capt. John McAllister. The **FANNIE DUGAN** ran in the Portsmouth-Proctorville trade on the Ohio River. The wooden side-wheeler was 165 feet x 28 feet x 4.5 feet.

See *St. Johns River Steamboats* by Edward A. Mueller Page 170 "**FANNIE DUGAN'S** 1882 Voyage to Florida"

<http://ufdc.ufl.edu/NF00000105/00001/187i>

On December 9, 1883, the *DeBary-Baya Merchants' Line* purchased the side-wheeler **FANNIE DUGAN** to temporarily replace the **FRED^K DeBARY** which had burned (later rebuilt) to the waterline in 1883 at its wharf at the foot of Laura Street in Jacksonville. The following year, **FANNIE DUGAN** was extensively overhauled with \$8,000 of repairs, e.g., repainting, new steel boilers, and new braces. She would run freight and passengers on the Jacksonville-Sanford route including excursions; her Captain was William Lee. She also ran on the Sea Island Route to Savannah. The **FANNIE DUGAN** was abandoned in DeBary Creek in 1885.

From the City of DeBary Archaeological Survey:

"SITE 8VO1970 (ORIGINALLY 8VO188). The Fanny [sic] Dugan Shipwreck (GPS: N28°52.102' W81°17.276') is located in the DeBary Creek south of the cul-de-sac on Hickory Street, Township 19 South, Range 30 East, Section 2 (U.S.G.S. Sanford Quadrangle) in DeBary, Florida. The 165-foot wooden steamboat was abandoned on the north bank of DeBary Creek in 1885 and salvaged for parts in 1886. The crankshaft currently displayed at Blue Spring State Park remained with the wreck until it was removed in the 1960's (Francke 1987:20-29). Wood and ferrous fragments of the Fannie Dugan steamship are distributed along the shoreline, embedded and protruding from the soft sandy banks. PCI staff estimated the location of the wreck based on the actual dimensions of the vessel and the distribution of these materials."

www.debary.org/docs/archaeologicalstudy.pdf

In 1886, the Roof Bell from **FANNIE DUGAN** was recovered and installed on the **CITY of JACKSONVILLE**.

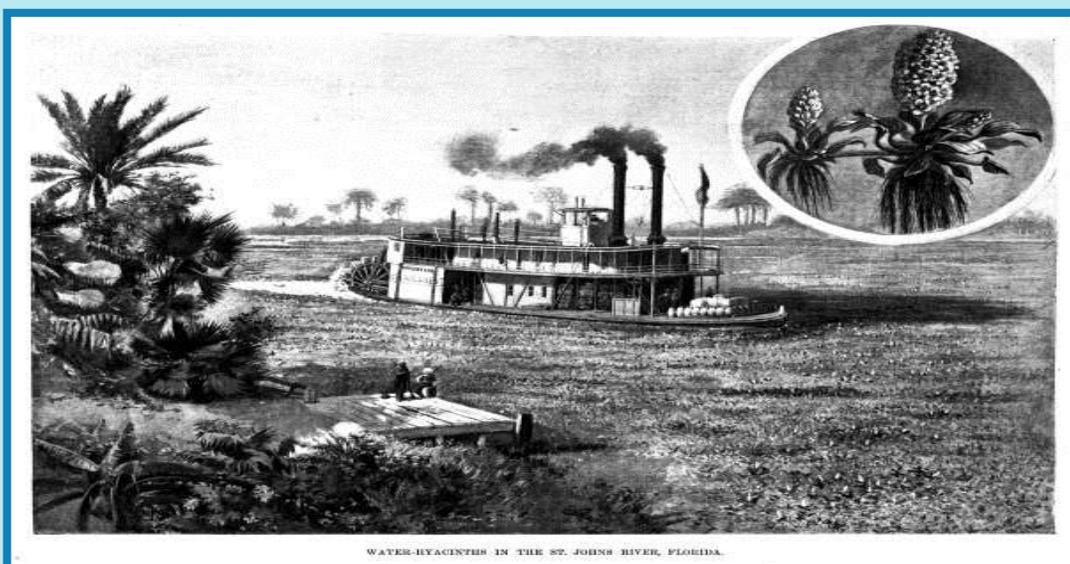
In February 2000, DeBary City Historian Jesse Beall discovered the Boiler Valve of **FANNIE DUGAN** in the mud on the north bank of DeBary Creek. <http://articles.orlandosentinel.com/keyword/first-steamship>

Steamboat *EVERGLADE*



Paddle steamer "*EVERGLADE*" on the St. Johns River - Georgetown Region, Florida between 1884 and 1895

<http://floridamemory.com/items/show/27443>



Steamboat *EVERGLADES* churning through water-hyacinths - St. Johns River, Florida Photonegative of a photograph from Harper's Weekly, March 19, 1898.

Blooming water-hyacinths pictured in inset.

<http://floridamemory.com/items/show/148768>

The second and last steamboat bought by the *DeBary-Baya Merchants' Line* was the *EVERGLADE*. She was a sternwheeler, built in Jacksonville, and began running on the St. Johns in July 1884 primarily carrying freight. *EVERGLADE* had double engines, each with a 16" diameter cylinder with a piston stroke of 5.6 feet. Tonnage was 413 gross and 206 net and was 134' long, 37.3' wide with a depth of 5.5'. "On September 10, 1885, *EVERGLADE* left with the largest freight ever taken by DeBary-Baya boats." The *EVERGLADE* is listed as officially abandoned in 1900. <http://ufdc.ufl.edu/NF00000088/00001/123j>

**From *The Key line*: comprising the Gulf Coast route from the sea to the gulf
By Florida Railway and Navigation Co. Passenger Dept.**

JACKSONVILLE.....The various steamboat landings are all within easy distance from the Western Division Depot. The People's Line steamers and the St. John's River Fast Line boats land at the foot of Hogan street. The boats of the DeBary-Baya Line, which comprises a splendid fleet of sixteen elegant steamers, a portion of which are run on the Montgomery and Sea Island Routes in connection with the trains of the Florida Railway and Navigation Company, land for passengers at their wharves at the foot of Laura street, only two blocks from the Western Division depot, while their freight wharves are at the foot of Pine street. The depot and wharves of the Jacksonville branch are at the foot of Marsh Street, five blocks from the post-office, and nine blocks from the Western Division depot.

Boarding Ticket for DeBary-Baya Merchants' Line 1884



De Bary-Baya Merchants' Line

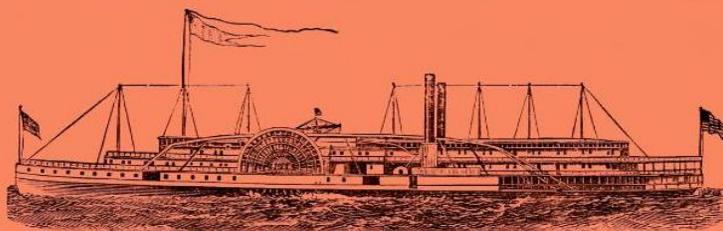
St. Johns River Steamers,

Carrying the U. S. Mail.

Only Double Daily Through Line Running on the St. Johns.

Elegant Side-Wheel Steamers,

"CITY OF JACKSONVILLE," "FRED'K DeBARY,"
"ROSA," "GEO. M. BIRD," "ANITA," "WELAKA,"
"H. T. BAYA," "SYLVAN GLEN," "MAGNOLIA,"
"WATER LILY," "PASTIME," "FANNIE
DUGAN," "EVERGLADE."



Double daily line (from wharf foot of Laura street), for Green Cove Springs, Tocol, St. Augustine, Palatka, San Mateo, Welaka, Georgetown, Volusia, Astor, De Land, Blue Springs, (Orange City), Enterprise, Sanford, and all intermediate landings south of Palatka.

Connects at Palatka with Fla. S. R. R. for Gainesville, Orange Lake, Ocala and Leesburg, and with steamers for Crescent City and Ocklawaha River.

Connects at Volusia with Hack and Wagon Line for Ormond and Dayton.

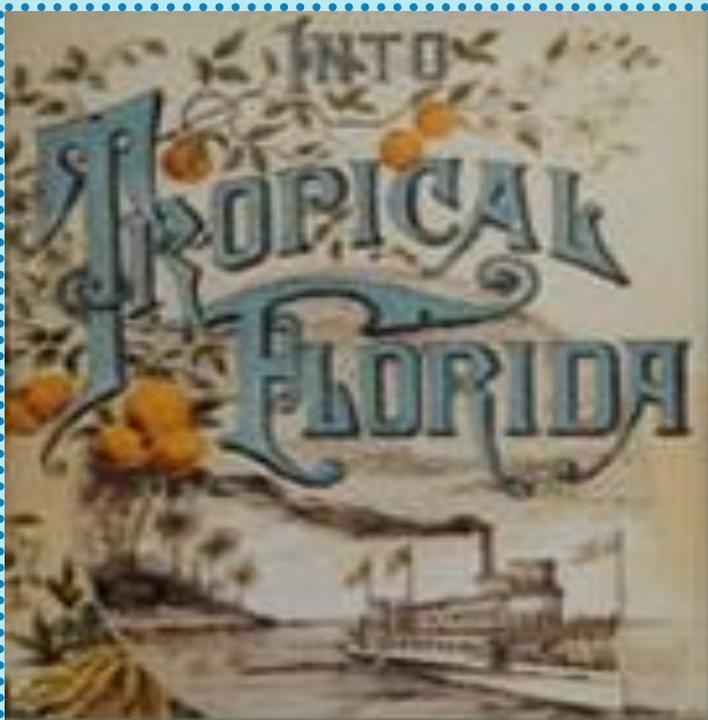
Connects at Astor with St. Johns & L. E. R. R. for Fort Mason, Yalaha, Pendryville, Leesburg and all points on upper Ocklawaha River.

Connects at Sanford with S. F. R. R. for Longwood, Altamonte, Apopka City, Maitland, Orlando, Tampa, Key West and Havana, and with Steamers for Lake Jesup, Salt Lake, Lake Pointsett, Rockledge and Indian River; at Enterprise with A. C., St. J. and I. R. R. for Titusville and all points on Indian River.

General Offices and General Ticket Office, foot of Laura Street.

C. B. FENWICK, Gen'l Freight and Pass. Agent.

H. T. BAYA, Manager.



*DeBary-Baya Merchants'
Line travel guide, 1884.*

G. H. MUMM & CO. EXTRA DRY.

Custom House statistics show that of 2,454,504 cases of champagne imported during the past ten years, comprising 26 brands, over one-fourth was "G. H. Mumm's Extra Dry," which during the same period was over 200,000 cases in excess of any other brand.

P. A. MUMM,
FRANKFORT-ON-MAIN,
Rhine and Moselle Wines.

Part owner of the Johannisberg.



J. CALVET & Co
BORDEAUX,

CLARETS AND BURGUNDIES.

Holdes of large and carefully selected stock of Red and White Bordeaux and Burgundy Wines in bulk and cases.

FRED'K de BARY & CO., New York,

Sole Agents in the United States and Canada.

ACCORDING TO EDWARD A. MUELLER IN STEAMBOATING ON THE ST. JOHNS:

“In 1885, the *DeBary-Baya Merchants’ Line* was listed as having a capital of \$200,000 and 300 people employed. Captain William B. Watson was the General Manager and Charles B. Fenwick was the General Freight and Passenger Agent. Adolphe de Bary, son of Frederick, was the President and Captain William A. Shaw was ‘port-captain’.

“H. T. Baya got out of the firm in late 1886 or early 1887. Most of the craft sold about this time were his smaller, formerly-owned ones. In 1891, he became cashier at the Merchants National Bank of Jacksonville. The *Line* also dropped Baya’s name by 1887, reverting to *DeBary Merchants’ Line*. In 1890, ownership of the *Line* switched to Adolphe de Bary and, in the same year, the *Line* was sold to the Clyde Steamship Co.”

“In 1890, Clyde was running the **CITY OF JACKSONVILLE, FRED^K DeBARY, EVERGLADE** and **WELAKA** on the St. Johns River from Sanford to Jacksonville. Clyde's terminal was located where the CSX headquarters building sits today in Jacksonville. The Clyde Line survived until 1928.”

“After 1875, steamboating continued to expand into “boom” days. The DeBary-Baya Merchants’ Line emerged as the chief fleet, but a host of vessels paraded on the expanses of the St. Johns. The first seven years of the 1880’s were the high point of traffic on the river. After the 1880’s it was all but over. Railroads, freezes, changes in the harbor and the advent of large coastal steamships greatly reduced the role of steamboat to one of catering to visitors.

Steamboat passenger business evaporated rapidly but the workaday fleets, the harbor craft, tugboats and ferries continued to serve for a number of years. Tugs remain to this day, although the steam that propelled them lost out in the struggle to diesel power. Today, almost 10,000 vessel passages a year are made by ocean-going vessels to the bustling St. Johns. The steamboat pioneers would be totally amazed could they come back today and see what their descendants have wrought.”

Edward A. Mueller *Steamboating on the St. Johns 1830-1885* Page 12

<http://ufdc.ufl.edu/NF00000088/00001/20j>

“Into Tropical Florida A Trip on the St. Johns River” by The Clyde Steamship Co. 1890 – traveling on the St. Johns River from Jacksonville - Florida Heritage Collection <http://ufdc.ufl.edu/UF00055172/00001/5j>

THE CLYDE STEAMSHIP CO.

ST. JOHNS RIVER SERVICE.
JACKSONVILLE & SANFORD, FLA.,
— AND —
Intermediate Landings on the St. Johns River.

Comprising the elegant steamboats,
CITY OF JACKSONVILLE, CAPT. W. A. SHAW.
FRED. DeBARY, CAPT. T. W. LUND, JR.
EVERGLADE, CAPT. ———
WELAKA, CAPT. ———

Sailing from Jacksonville daily, except Saturday, at 3 :30 P. M., from foot of Laura street, making close connection with all railroads at Palatka, Astor, Blue Springs and Sanford.

Returning leave Sanford daily, except Sunday, at 9 A. M.

Through tickets and bills of lading at lowest rates to and from all interior points in Florida.

JOHN L. HOWARD, Fla. Frt. Agt., J. A. LESLIE, Supt.,
Foot Laura st., Jacksonville. Foot Laura st., Jacksonville.

F. M. IRONMONGER, JR., W. F. OGDEN FAY, Trav. Pass. Agt.,
Fla. Pass. Agt., 88 W. Bay st., Jacksonville. 5 Bowling Green, N. Y.

THOS. B. DICK, Agent, Sanford.

THEO. G. EGER, T. M., 5 Bowling Green, New York.

WM. P. CLYDE & CO., Gen. Agents,
5 Bowling Green, New York. 12 South Wharves, Philadelphia.

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Frederick de Bary.

Frederick de Bary, founder of the wine importing house of Frederick de Bary & Co., died on Wednesday evening at his Summer home, in Summit, N. J. Some three months ago he suffered an apoplectic stroke, from which he did not recover. Mr. de Bary, who came of a noble Huguenot family which emigrated to Germany when the Edict of Nantes was revoked, was born in 1815, at Frankfort-on-the-Main. In 1851 he came to New York as agent for the firm of G. H. Mumm & Co. of Reims, France, when he established the present firm. Besides his importing business, he founded the De Bary Line of steamships, in Florida, and also owned orange groves in that State. He retired from business several years ago, and had a town house at 15 West Fifty-second Street. Besides a son, Adolphe, he leaves a married daughter, now living in Stuttgart, Germany.

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PADDLEWHEEL STEAMBOATS – PRESENT DAY

Paddlewheel steamboats are still a part of the America scene. Large and small paddlewheels still run on the rivers and lakes in America. For those planning to experience a steamboat ride, there are two paddlewheel lines (cruise lines) running on the St. Johns River in east central Florida.

◆ *Indian River Queen* – on the St. Johns River – a sternwheeler paddle boat.

The steamboat is docked at Cocoa Village Marina and runs along the section of the St. Johns River known as the *Indian River Lagoon*. http://www.indianriverqueen.com/family_day_sunday.html



◆ *Barbara Lee* – a sternwheeler paddle boat. St. Johns River Ship Co.

The steamboat is docked at Lake Monroe Harbour in downtown Sanford and runs on the St. Johns River. http://stjohnsrivershipco.com/Home_Page.html



[http://stjohnsrivershipco.com/The Barbara-Lee.html](http://stjohnsrivershipco.com/The_Barbara-Lee.html)



2012 Great Steamboat Race

<http://downtown.wave3.com/news/news/80391-belle-louisville-wins-50th-anniversary-great-steamboat-race>

The best known steamboats in America are those that participate in the annual Great Steamboat Race. The Race takes place the Wednesday before the first Saturday of May, three days before the Kentucky Derby as part of the Kentucky Derby Festival. The race is on the Ohio River and runs between the cities of Louisville, Kentucky and Jeffersonville, Indiana. Below are the three steamboats that raced in 2012.

► ***Belle of Louisville*** <http://www.belleoflouisville.org/belle-of-louisville-calendar.html>

A sternwheeler steamboat.



<http://www.steamboats.org/steamboat-pictures/belle-of-louisville.html>



http://en.wikipedia.org/wiki/Belle_of_Louisville

► ***The American Queen*** - a sternwheeler steamboat.

The largest steamboat ever built.

<http://www.americanqueensteamboatcompany.com/gallery/page/1/>



www.Shoppingblog.com



http://www.americanqueensteamboatcompany.com/american_queen/

► *Belle of Cincinnati*

A sternwheeler without steam - runs on diesel.

<http://www.bbriverboats.com/>



<http://www.tallstacks.com/Riverboats/BelleofCincinnati.html>



<http://www.bbriverboats.com/?page=belle>

Extra Reading

St. Johns and Ocklawaha Rivers - An excerpt from "The Stately St. Johns and the Beautiful Ocklawaha" Highways and Byways of Florida" By Clifton Johnson. Published 1918 by the Macmillan Company, New York. Beginning in 1816, a detailed description of the settlements along the Rivers – Jacksonville.....Mandarin.....Green Cove Springs.....Palatka.....Blue Spring.

<http://fcit.usf.edu/florida/docs/s/stjohn.htm>

St. John's Region in Florida from an illustrated Monthly Magazine of Recreation - Written in February 1884
Google Books "Outing; Sport, Adventure, Travel, Fiction, Volume 3" Pages 322 to 327

"Into Tropical Florida A Trip on the St. Johns River" by The Clyde Steamship Co. 1890 – traveling on the St. Johns River from Jacksonville. <http://ufdc.ufl.edu/UF00055172/00001/5j>

