

St. Johns River, Florida

The Steamboat Era.....

De Bary Merchants' Line

A **STEAMBOAT** is a shallow-draft watercraft which is propelled by a steam engine with paddle wheels. A steamboat known as a side-wheeler has a paddle wheel located on each side of the boat. A paddle wheel has blades mounted on the outer edge which, when rotated, produce the thrust that moves the boat forward or backward. These wheels could be operated independently with one wheel moving forward and the other backward for rapid turning. A boat with a paddle wheel located at the stern is known as a sternwheeler. A side-wheeler is wider than a stern-wheeler with the paddle wheels adding to the width of the boat. Steamboats generally travel on inland waterways such as lakes and rivers but would also travel in an ocean along the coastline. A **STEAMSHIP** is a much larger steam-powered vessel and is ocean-going. **Ship:** from the Old English *scip*, the generic name for sea-going vessels (as opposed to boats). <http://www.lib.mq.edu.au/all/journeys/ships/vessels.html>

George Rogers Taylor's *The Transportation Revolution, 1815-1860...New York: Rinehart & Company 1951.....*More than anything the steamboats provided an inexpensive means to move goods, thus making possible commercial venture at a lower capital investment....(Taylor 1966 :56-63).

The advantages of the steamboat over the traditional flatboat were its Speed and Upstream navigational ability..... (Taylor 1966:65). One of the most notable aspects of the steamboat industry was the relatively low capital needed to go into the business. The waterways provided free highways and the cost of construction of a medium-size boat was within the reach of groups of people with only moderate wealth.....Steamboat companies were chartered by various parties including mercantile interests, manufacturers, farmers.....Steamboat service-oriented businesses grew up to insure, build, fuel, repair, and supply the steamboat industry all along the major navigation routes and docking points.... (Taylor 1966:69, 70).

From The IBEX Archive: ESLARP's Social History Project : <http://www.eslarp.uiuc.edu/ibex/archive/IDOT/idot11.htm>

The STEAMBOAT ERA began in America in 1787 with John Fitch who was born in Connecticut in 1743. On August 22, 1787, he made the first successful trial of a 45-foot steamboat, the *PERSEVERANCE*, running at 7 miles per hour on the Delaware River in the presence of members of the Constitutional Convention. He was granted a U.S. Patent for the Steamboat on August 26, 1791. Fitch later built a larger vessel that carried passengers and freight between Philadelphia and Burlington, New Jersey.

<http://inventors.about.com/library/inventors/blsteamship.htm>

Letter from John Fitch to New York Times on December 8, 1786:

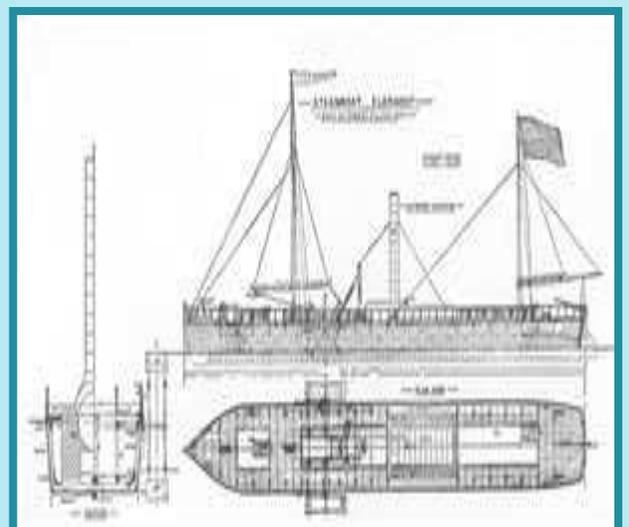
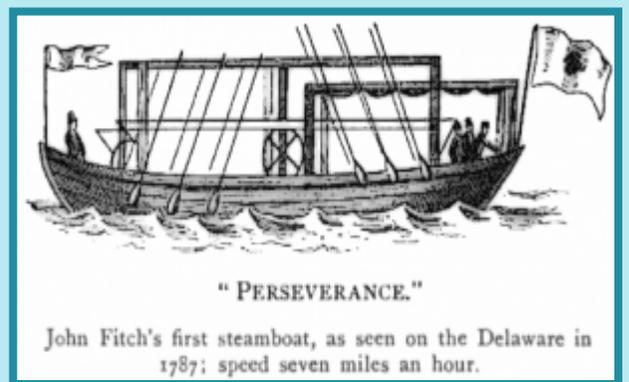
http://www.nysl.nysed.gov/mssc/steamboats/player_fitch2.htm

Robert Fulton was born in Lancaster County, Pennsylvania in 1765. On August 17, 1807, Fulton's steamboat *North River*, later called the *North River Steamboat of Clermont*, made a successful 150-mile trip from New York City up the Hudson River to Albany in about 32 hours travel time: average speed 5 mph. The Captain was Andrew Brink.

The *Clermont* had two masts in case the engine failed and a 24-hp engine built by James Watt. It was originally 142 feet long and 14 feet wide. After rebuilding in the winter of 1807-08, the length was 149 feet long and the width was 18 feet. The *Clermont* was the first commercially successful steamboat and revolutionized transportation on all waterways. In July 1800 in the Seine River, Rouen, France, Fulton first tested his submarine torpedo boat, the *Nautilus*, which successfully descended 25 feet.

<http://www.kiac-sa.com/clermont.html>

http://www.pabook.libraries.psu.edu/palitmap/bios/Fulton_Robert.html



North River Steamboat (CLERMONT)

The Steamboat Era along the St. Johns River.....

The side-wheelers and sternwheelers that traveled on the St. Johns River ran from the City of Jacksonville south to the sandbar at the deep east end of Lake Monroe. From this point south, the River was narrow, shallow and only navigable by small size boats. Passengers and cargo would be transferred to smaller boats to go south to Rockledge on the coast. Heading north from Lake Monroe, the River deepens and widens as it heads toward Jacksonville. At Lake Monroe, the steamboat landings were at Enterprise on the east bank and Mellonville (site of old Fort Mellon and two miles south of Sanford) on the west bank. It was at this point on the east bank that Frederick de Bary purchased the land on which he would build his hunting lodge. This land had an abundance of wildlife and was suitable for crops.

THE WALKING BEAM ENGINE

Walking beam engines were a type of paddlewheel engine.....The walking beam, also known as a "vertical beam", "overhead beam", or simply "beam", was another early adaptation of the beam engine, but its use was confined almost entirely to the United States.....

They were used primarily for shallow-draft ships and boats working along shallow coastlines, inland rivers, and lakes, but were a less popular choice for seagoing vessels because the great height of the engine made the vessel less stable in heavy seas...Walking beam engines remained popular with American shipping lines and excursion operations right into the early 20th century.....

This type engine is for vessels of great length, light draught, and high speed...The pressure of steam in a beam engine is sometimes as high as 60 pounds per square inch... The cross-head is coupled to one end of the beam by means of a pair of links, and the motion of the opposite end of the beam is transmitted to the crank by a connecting rod of moderate length.....**it remained popular with excursion steamer passengers who expected to see the "walking beam" in motion.....**

There were also technical reasons for retaining the walking beam engine in America, as it was easier to build, requiring less precision in its construction. Wood could be used for the main frame of the engine, at a much lower cost than a typical practice of using iron castings for more modern engine designs. Fuel was also much cheaper in America than in Europe, so the lower efficiency of the walking beam engine was less of a consideration.

See Thurston, Robert Henry (1886): *A History of the Growth of the Steam-engine*, reprinted 2001 by Adamant Media Corporation.

<http://archive.org/stream/historyofgrowtho00thuriala#page/n11/mode/2up>



Diagram of a Walking Beam Engine

In the 1870's, travelers came to Florida's east coast by rail or by sea. The railroads ran from the Boston-New York-Philadelphia-Baltimore area with connecting lines to Savannah and then to Jacksonville. The Express Train of the Atlantic and Gulf Railroad left Savannah daily at 5 pm and through passengers arrived at Jacksonville in 15 hours. By sea, four steamship lines ran between New York and Savannah. Boats ran weekly from Savannah to Jacksonville. At Jacksonville, steamboat connections were available to all the landings on the St. Johns River; the landing at Enterprise being the southernmost point possible for large steamboats. In 1872, with a population of 13,000, Jacksonville was the largest city on the east coast south of Savannah.

From George Washington Olney's *A Guide to Florida 1873*.

"The local fares on Brock's line of steamboats from Jacksonville to Green Cove Springs and intermediate landings are \$1.00; from Jacksonville landings between Green Cove Springs and Palatka \$2.00. Meals \$1.00 each extra. From Jacksonville to Mellonville and Enterprise including meals and staterooms \$9.00; and from Palatka to Mellonville and Enterprise, including meals and staterooms \$6.00. The trip from Jacksonville to Enterprise took 36 hours."

<http://archive.org/stream/guidetofloridath01olne#page/54/mode/2up>

In 1870, Frederick de Bary traveled from New York to east central Florida. He stayed at the Brock Hotel in Enterprise. On January 4, 1871, de Bary purchased 400 acres on high ground overlooking the north shore of Lake Monroe west of Enterprise. The wild beauty of the land and the river, abundant hunting and fishing, the balmy climate, and the famous tourist attraction called the Brock House were the lures that persuaded Samuel Frederick de Bary to build a hunting lodge overlooking Lake Monroe. The owner of the Brock House, Jacob Brock, ran a steamboat line from Enterprise to Jacksonville. In 1876, de Bary would purchase his first steamboat, the **Geo. M. Bird** which had been built in 1871 in New Bedford, Connecticut.

From Spiderbites NY Times April 26, 1871

Frederick de Bary returns to New York after purchasing land in Florida in January 1871.

In steam-ship San Salvador, from Savannah.—
Eugene Kelly, M. Williams, Mrs. Rolly, Miss Brinkerhoff, Gen. Arthur, wife, child, and servant, Mrs. J. Rising, W. S. Bean, C. D. McLean, J. Dennis, R. H. Mitchell, E. White, Mrs. S. G. Miller and 4 children, A. S. Daggett, Miss H. White, A. Penfold, C. Burroughs, S. W. Smith, Mr. St. German, F. De Bary, M. E. Butler, L. Sommers, J. Ward,

Steamboat Geo. M. Bird

From The Daily Sun and Press, Jacksonville,
Sunday morning, January 11, 1880

On March 30, 1876, Frederick de Bary purchased the small steamer **Geo. M. Bird** from William and Rudolphus Swift of New Bedford, Connecticut. The **Bird** had been used to haul oak lumber. She was built in New Bedford in 1871 and was 99.8' in length, 22.65' wide, with a depth of 4.68' and a weight of 91.44 tons. The **Bird** had no mast and had only one deck. At Jacksonville, De Bary had her lengthened to 107 feet and the tonnage increased to 142 gross tons with 150 HP. An upper deck and cabins for passengers were also added.

In late 1876 and early 1877, the **Geo. M. Bird** was captained by Capt. Richard Stuart, in 1877 by Capt. Charles Brock, and from then till 1880 by Capt. William A. Shaw. From 1881 till 1884, the Captains were John Amazeen, George J. Mercier, William Hallows, and Thomas Creaser. The **Bird** was used for entertaining de Bary's many guests but she also carried de Bary's orange crops downstream to Jacksonville. In May 1889, as the **Geo. M. Bird** was valued under \$1,000, she was dismantled and abandoned.

OCEAN AND RIVER STEAMERS.

MERCHANTS' LINE!

To Sanford, Melonville, Enterprise
and Intermediate Landings.

Steamer Geo. M. Bird,
W. A. SHAW, Captain



Leaves Jacksonville, every TUESDAY and FRIDAY
at 4 p. m. for the above ports. Returning leaves
Sanford and Enterprise every THURSDAY and SUN-
DAY, at 4 o'clock a. m. This boat makes close
connection with the Florida Central Railroad and
steamship lines for all points North and West.

GEORGE F. FOSTER & CO.
Agents Steamer Geo. M. Bird.

WM. H. LUCAS, Passenger Agent.
P. JORDAN, General Ticket Agent, 68 West
Bay Street, Jacksonville, Fla. Jan 11

Steamboat ROSA



<http://www.shipbuildinghistory.com/history/shipyards/2large/inactive/pusey.htm>

In 1879, de Bary purchased the steamboat **ROSA**. The **ROSA** was an iron-hulled side-wheeler built by Pusey & Jones Corporation of Wilmington, Delaware in 1870. The original owner was Capt. F. N. Philpot who ran the steamer on the Savannah River. **ROSA** was 136 feet long and 22 feet wide and had a draft of 5 feet and was 156 gross tons. **ROSA** had two inclined engines with 16-inch diameter cylinders and a 5-foot piston stroke. De Bary, as the new owner, registered the **ROSA** in Jacksonville in October 11, 1879 and, in May 1883, her official port of registration was New York. De Bary sold the **ROSA** in May 1889 to Charles Rushmore for \$13,250 who, two months later, sold her to the Columbia Commercial Navigation Company for \$30,000. She was renamed the **Jose N. Goenagea** and ran on the Atrato River in South America as late as 1905.

Excerpt from Pusey and Jones' Shipyard construction table: Hull shows order of construction.

Hull No.	Orig. Name	Orig. Owner	Type	Tons	Delivery	Disposition
87	ROSA	Capt. F. N. Philpot	Side-wheeler	156	1870	Sold 1889

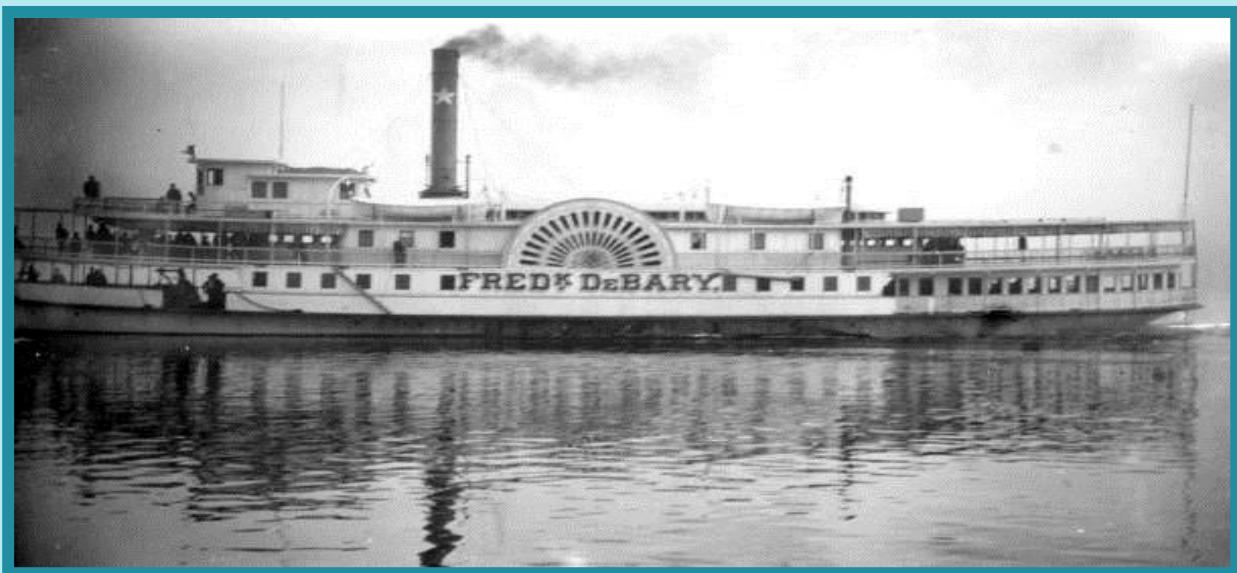
The **Pusey and Jones Corporation**, a partnership of Joshua L. Pusey and John Jones who were English Quakers, was a major ship and equipment manufacturer from 1846 to 1959. Ship building was the primary focus from 1853 until the end of World War II, when the company converted the shipyard to production of paper manufacturing machinery. During the operation of the shipyard, over 500 ships were produced ranging from large cargo vessels to small warships and yachts, including "**VOLUNTEER**" the winner of the 1887 America's Cup. Pusey and Jones built the steam packet **SS PRESIDENT WARFIELD** for the Baltimore Steam Packet Company; this ship became the **EXODUS** in 1947.

http://www.digplanet.com/wiki/SS_Exodus#Background <http://www.paperindustryweb.com/pj1ships.htm>

De BARY MERCHANTS' LINE.....

In January 1881, Frederick de Bary incorporated the **Geo. M. Bird** and the **ROSA** as the *DeBary Merchants' Line*; the Line was registered in New York. In addition to providing passenger service from Jacksonville to Enterprise, the Line also contracted with the US Postal Service to carry the mail. De Bary had a dock in Sanford, a wharf in Enterprise owned by Jacob Brock, and a wharf at the foot of Laura Street in Jacksonville.

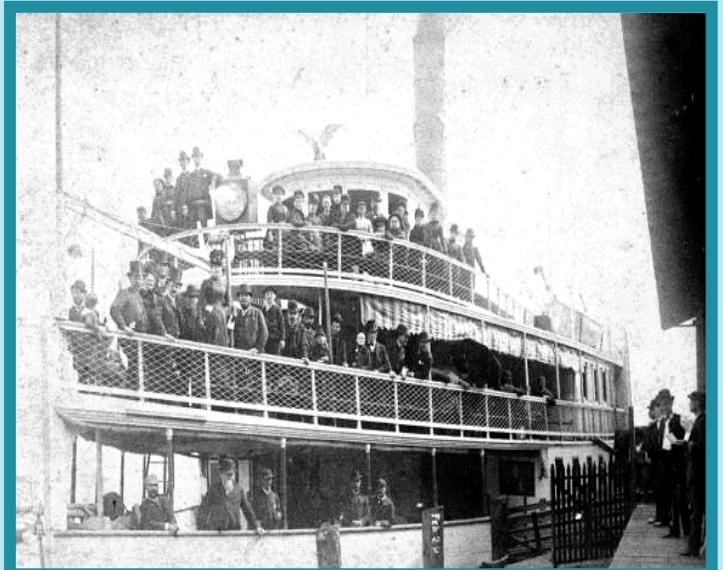
Steamboat **FRED^K DeBARY**



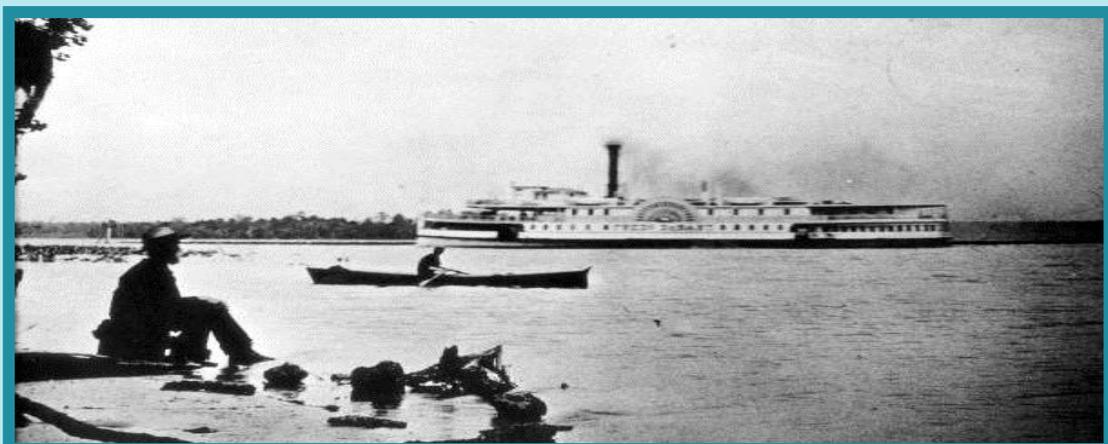
<http://floridamemory.com/items/show/41030>



<http://floridamemory.com/items/show/8455>



<http://floridamemory.com/items/show/8372>



The Steamboat **FRED^K DeBARY** on the Saint Johns River

<http://floridamemory.com/items/show/8456>

In 1880, DeBary commissioned the shipbuilder, Pusey & Jones located in Wilmington, Delaware, to build the steamship Frederick DeBary (**FRED^KDeBARY**). The steamboat was an iron-hulled side-wheeler with a vertical beam engine and a cylinder diameter of 36" with a 6' piston stroke. The boat was 145.5' long, 24.2' wide, 7'9" deep, and weighed 336 gross tons, net weight: 267.91 tons.

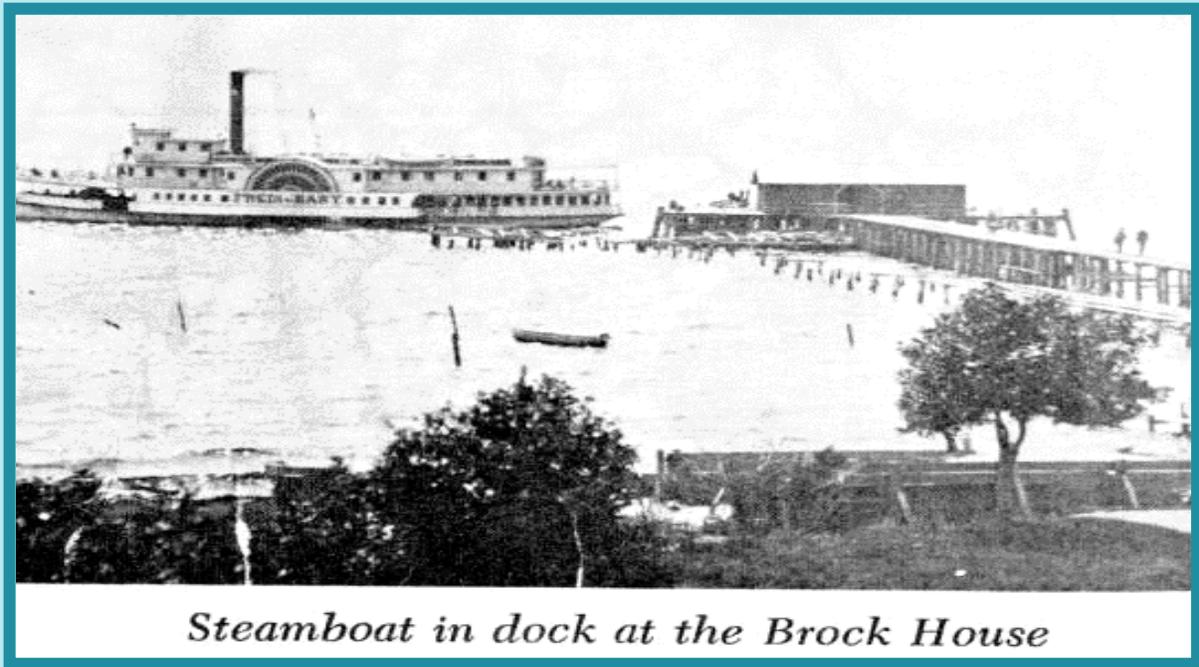
Frederick de Bary officially became the owner on January 21, 1882 and added the **FRED^K DeBARY** to the *DeBary Merchants' Line*. The steamboat had cabins for overnight stays on the Sanford to Jacksonville route. For chartered excursions, such as moonlight cruises, de Bary would hire bands, such as the Jacksonville Silver Cornet Band, to perform to entertain the travelers; de Bary did not allow liquor on his boats but would serve lemonade and ice cream. The **FRED^K DeBARY** would run on the St. Johns River and also to Savannah on what was called the Sea Island Route. During the summer months, she went north and ran from Boston to Nahant for the summer trade. In March 1883, the steamboat **FRED^K DeBARY** would be incorporated into the *DeBary-Baya Merchants' Line* which was a merger of the *DeBary Merchants' Line* and Col. Hanero T. Baya's *Baya Line*.

On December 3, 1883, the **FRED^K DeBARY** would burn to the waterline at the wharf at the foot of Laura Street; she was towed by the tug *SETH LOW* to Wilmington, Delaware where she was lengthened and completely refitted.

Excerpt from Pusey & Jones' Shipyard construction table:

Hull #	Orig. Owner	Type	Tons	Delivery	Disposition
173	Frederick de Bary	Side-wheeler	336	1881	Later City of Tampa 1916, abandoned 1925

<http://shipbuildinghistory.com/history/shipyards/2large/inactive/pusey.htm>



Steamboat FRED^K DeBARY at the dock. <http://floridamemory.com/items/show/8371>

In the December 6, 1883 *Florida Times Union*, it was reported that (in April 1883)....“the **FRED^K DeBARY** had been placed at the disposal of United States President Chester A. Arthur and his party. At Sanford, President Arthur sent word to the steamboat's Captain Charles Brock that he would be ready to start to Jacksonville at 9 o'clock that evening. Captain Brock sent word back that if President Arthur was not ready at 4 o'clock, the steamboat would not go. The Captain was bound to get out of the narrow part of the upper River before dark. President Arthur was on time at 4 o'clock.”

<http://ufdc.ufl.edu/NF00000088/00001/113j> Page 89

1886 Liberty's Great Statue (NY Times October 28, 1886)

<http://query.nytimes.com/mem/archive-free/pdf?res=940DE1DB163AE033A2575BC2A9669D94679FD7CF>

A Grand Celebration Promised for To-day

Programme Of The Exercises On Bedlow's Island--Final Orders About The Parades Special to The New York Times

“The statue of Liberty yesterday was seen through a mist darkly. Piercing winds blew around Bedlow's Island, and the numerous workmen, who were not in any way protected from the weather, worked uncomfortably. The speakers' stand, and that for the use of musicians above it, were in readiness yesterday. Planks were removed and a semblance of tidiness was given to the island. A big barge, which looked extremely dismal, with its legend in red characters, "Eat, drink, and be merry," stood at the Bedlow's Island dock to land visitors. It will be used for that purpose this afternoon.”

On October 28, 1886, the Dedication Ceremony for the Statue of Liberty took place in Upper New York Bay on Bedloe Island (now Liberty Island) with a Naval Parade in the harbor and a huge parade at Madison Square. DeBary's steamboat **FRED^K DeBARY** is listed as being in the First Division of the Naval Parade.



This photo released by Agence Papyrus the Statue of Liberty designed by French sculptor Frederic Auguste Bartholdi towers over Paris rooftops in 1884. (AP Photo/Agence Papyrus)

<http://blogs.denverpost.com/captured/2011/10/28/the-125th-anniversary-of-the-statue-of-liberty/5059/>



On Bedloe's Island, the Statue of Liberty appears through the fog and smoke, as a flotilla of boats pass in celebration of her dedication, October 28, 1886.

http://www.nps.gov/stli/125th_anniversary.htm

Bedloe's Island <http://chroniclingamerica.loc.gov/lccn/sn83030272/1886-10-29/ed-1/seq-1/>

October 29, 1886....The Sun Newspaper, NY City Ceremony of Dedication of the Statue of Liberty

In 1890, the **FRED^K DeBARY**, along with the rest of the *DeBary Merchants' Line*, was sold to the Clyde Steamship Company where she ran on the St. Johns River. In September 1894, the Steamboat **FRED^K DeBARY** was caught in a Category 3 Hurricane off the coast of Fernandina, Florida, thrown against the drawbridge and wrecked; then rebuilt. In 1896, she left for Jacksonville and was blown off course and wrecked off Kitty Hawk, North Carolina. In 1897, the **FRED^K DeBARY** was towed to New York, rebuilt, and put back into service.

From NY Times dated September 24, 1896

CAPE HENRY, Va., Sept. 23.—The Clyde Line passenger steamboat Frederick de Bary, from New-York for Jacksonville, was wrecked at 7 o'clock this morning at Kitty Hawk, N. C. The crew was taken off by the life savers. The steamer had no passengers or cargo. She will be a total loss.

The Frederick de Bary was an iron, side-wheel steamboat, of 395 gross tonnage, 160 feet long, 24 feet beam, and 8 feet depth. She was built at the yards of Pusey & Jones, in Wilmington, Del., in 1880.

The boat plied about this harbor in Summer, and in the Winter had been sent down the coast to operate on the St. John's River, Florida, in connection with the Clyde Line service. She left here Friday night last in charge of Capt. Lund and a crew of eleven men, and there were also five negro cargo handlers aboard. She was delayed at Sandy Hook by the prevailing high winds, but finally went out. She subsequently put in at Norfolk for coal, and thence proceeded for Jacksonville.

No word was received at the Clyde Line office, in this city, yesterday, except the Maritime Exchange report, which contained only the particulars of the dispatch. It is supposed that she was blown too close to the shore by the strong wind that prevailed along the coast Tuesday night.

Nearly every year a river steamboat or ferryboat, in being transferred from one port to another, is lost off the coast, they not being constructed for ocean going.



Steamship "FRED^K DeBARY" of the Clyde St. John's River line Circa 1905

<http://www.floridamemory.com/items/show/31099>

From October 1915 to October 1916, the **FRED^K DeBARY** was owned by the Potomac and Chesapeake Steamboat Company and ran from Washington DC to Maddox Creek on the Potomac River. At that time, she was worth \$30,000. In October 1916, she was sold to the People's Steamboat Company and was renamed the **CITY OF TAMPA** and ran in the Bay area. In February 1925, the **FRED^K DeBARY** was officially abandoned.

Steamboat ANITA.... (nee Florence)



FLORENCE at pier at Green Cove Springs, Florida

<http://floridamemory.com/items/show/28093>



Steamboat **ANITA** sailing on the waterway

<http://floridamemory.com/items/show/41004>

In June 1881, the Steamboat **FLORENCE** was added to the *DeBary Merchants' Line*. She was purchased from Charles Brock, son of Capt. Jacob Brock who was the original owner. Two months later, the **FLORENCE** would be renamed **ANITA** in honor of Frederick de Bary's granddaughter ANITA. The wooden side-wheeler was built in 1867 with Pusey & Jones, Wilmington, Delaware supplying the engine and boiler. The walking beam structure was over the paddle wheel area; the beam supported the vertical single cylinder 26" x 108" engine. She weighed 263 gross tons, 176 net tons, 263 gross tons, length 138'-0", beam 24'-0", and a depth of 8'-3".

Excerpt from Pusey & Jones' Shipyard construction table:

Hull No.	Name	Owner	Type	Year	Engine and boiler only
80	Florence	Capt. J. Brock	Side-wheeler	1867	

<http://www.shipbuildinghistory.com/history/shipyards/2large/inactive/pusey.htm>

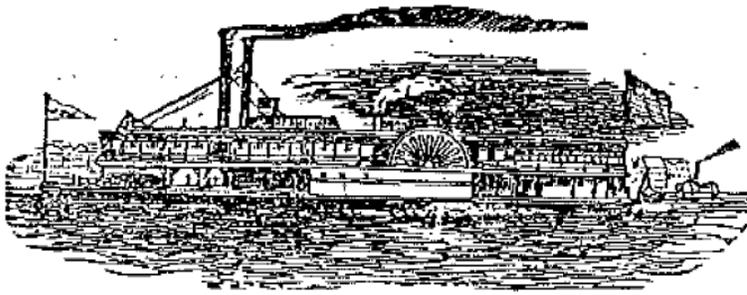
The **ANITA** ran on the St. Johns River until 1890 when she was sent to New England and ran from Boston to Nahant. By December 1890, she had been bought by Joseph Hartman of Newark, New Jersey and was running on the New Jersey – New York – Brooklyn route. She was sold again in 1894 and renamed the **Thomas L. Worthley**. One of her tasks was to ferry racehorses from New York to New Jersey. In October 1894, the **ANITA** was sold for \$1,650 by the U. S. Marshall and was bought by the Rock Creek Steamboat Company of Maryland. She ran on the Chesapeake until 1906 when she was wrecked, was rebuilt, sold to the Maryland Shellfish Commission and ran for many years as a houseboat. *Note the Walking Beam clearly seen over the paddle wheel.*

From the Southern Guide for Southern Georgia and Florida 1882.

34 GUIDE TO SOUTHERN GEORGIA AND FLORIDA.

De Bary Merchants Line

CARRYING THE U. S. MAIL



*Steamers Fred'k de Bary, Rosa, Geo. M. Bird,
Florence.*

—One of the above named Steamers will leave—
JACKSONVILLE DAILY (SUNDAYS EXCEPTED), at 1 P. M.,
—FOR—
Green Cove Springs, Tocoli, Palatka, Sanford, Enterprise, and all intermediate landings south of Palatka.

CONNECTS AT PALATKA WITH FLORIDA SOUTHERN RAILROAD, FOR HAWTHORNE, GAINESVILLE AND OCALA.

CONNECTS AT ASTOR WITH ST. J. & L. E. R. R., FOR FT. MASON, PENDRYVILLE, YALAHA, LEESBURG, AND ALL POINTS ON LAKES EUSTIS AND HARRIS.

Connects at Sanford with Southern Florida Railroad, for Maitland, Apopka and Orlando.

Connects at Enterprise with Stage Lines for New Smyrna, Halifax and Indian Rivers.

Returning leaves Enterprise daily (Sundays excepted), at 7 A. M., and Sanford on arrival of morning train from Orlando, arriving at Jacksonville early next morning, making close connections for all points North, East and West.

The Boats of this Line are first-class in every respect.

W. B. WATSON, CHAS. B. FENWICK,
Manager. Gen. Pass. Agent.

Steamboat *CITY of JACKSONVILLE*



<http://floridamemory.com/items/show/26089>

The *CITY of JACKSONVILLE* was described as a “FLOATING PALACE” and would be Frederick de Bary’s finest steamboat; first registered as home port in New York, New York. In 1882, de Bary commissioned The Harlan & Hollingsworth Company of Wilmington, Delaware to build an iron-hulled side-wheeler to be named the *CITY of JACKSONVILLE*. She was 160.5 feet long, 32.5 feet wide, 6.6 feet deep at 459.85 gross tons with two inclined engines each with a 30” diameter piston with a 72” stroke. The cost of building the steamboat was \$100,000 and was equipped with electric lights, had three decks, carpeted cabins, a carpeted grand saloon with glass chandeliers and wood-paneled walls. An overnight boat, the *CITY of JACKSONVILLE* had 32 staterooms and could accommodate 275 passengers.

From Edward A. Mueller’s “*Steamboating on the St. Johns*” Page 83 <http://ufdc.ufl.edu/NF000000088/00001/110j>

From the January 19, 1883 edition of the newspaper *Florida Union*

“The large and magnificent new steamboat, *CITY of JACKSONVILLE*, which has been the talk of the town for weeks, arrived last evening before 5:00 and now lies at the foot of Laura Street (de Bary’s wharf).

For an hour prior to her arrival the wharfs along the City front were crowded with eager sightseers watching for the first sight of the steamboat. At about a quarter of five she was seen in the distance. The word flew about the City and the crowds were thronged with spectators watching the noble steamer as she plowed gallantly and swiftly up the River, swinging gracefully around to her wharf.

Her whistle blew furiously, the crowds cheered, there was a general blowing of steamboat whistles to welcome the new boat.....As she sailed along, a squad of seven artillerymen were on Clark’s wharf and greeted her with a salute of fifteen rounds from a cannon.....

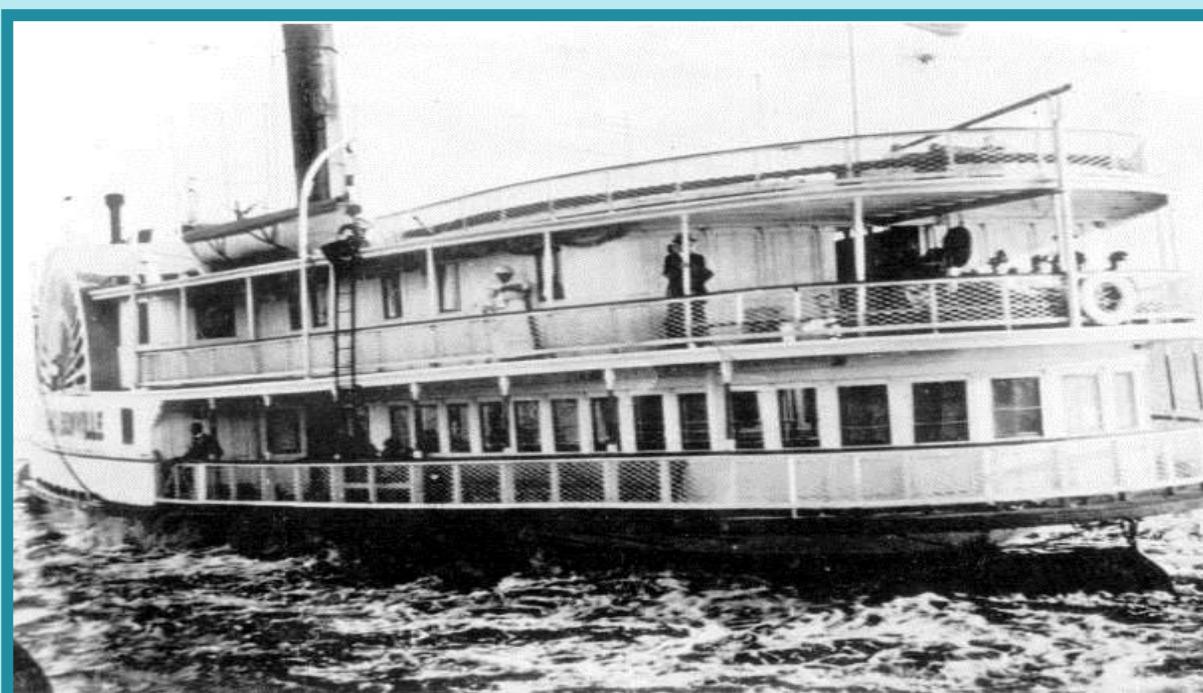
She was captained by William A. Shaw with S. A. Bravo as Mate.....Jacksonville should feel highly honored at having a splendid steamboat for a namesake.....”

“The *CITY of JACKSONVILLE* was the flagship of the DeBary-Baya line, and it commonly held bales of locally grown cotton, boxes of oranges, and timber out of the interior; sometimes, it even carried barrels of salted fish, crates of pineapples, kegs of syrup, gator hides, and pelts of otters and raccoons. The three-decked ship had thirty-two carpeted staterooms with marble washstands and mahogany trimmed mirrors for its passengers. From bow to bow it measured more than half the length of a football field. In the Grand Salon, passengers sat in plush red armchairs drinking lemonade. On local moonlight runs, which cost fifty cents, they were serenaded by “Prof. Barratta’s Orchestra.” For longer trips, from Jacksonville to Sanford, each paid three dollars, which included all meals.”

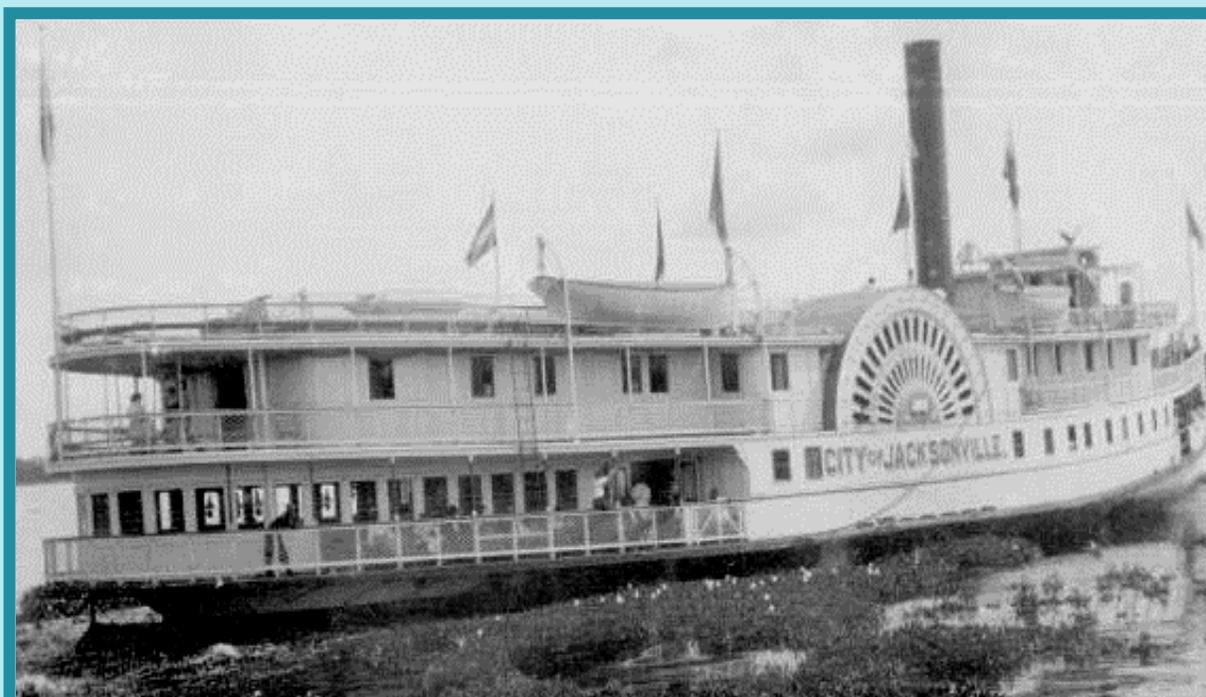
-----Bill Belleville, *River of Lakes: A Journey on Florida's St. Johns River*, 2001



CITY of JACKSONVILLE at the Jacksonville waterfront. Photographed on January 29, 1912.
<http://floridamemory.com/items/show/30109>



Steamboat CITY of JACKSONVILLE sailing on the Indian River, Walton County, Florida
<http://floridamemory.com/items/show/29344>



"CITY of JACKSONVILLE" on the Saint Johns River - Volusia County, Florida circa 1914
<http://floridamemory.com/items/show/33140>

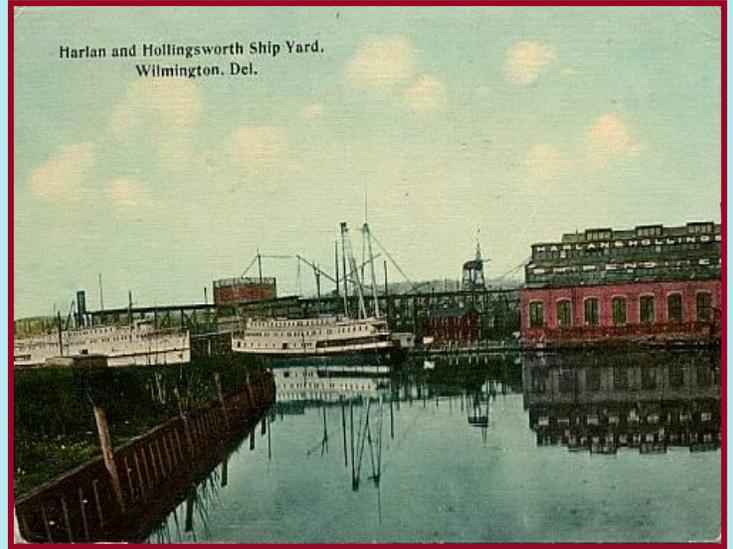
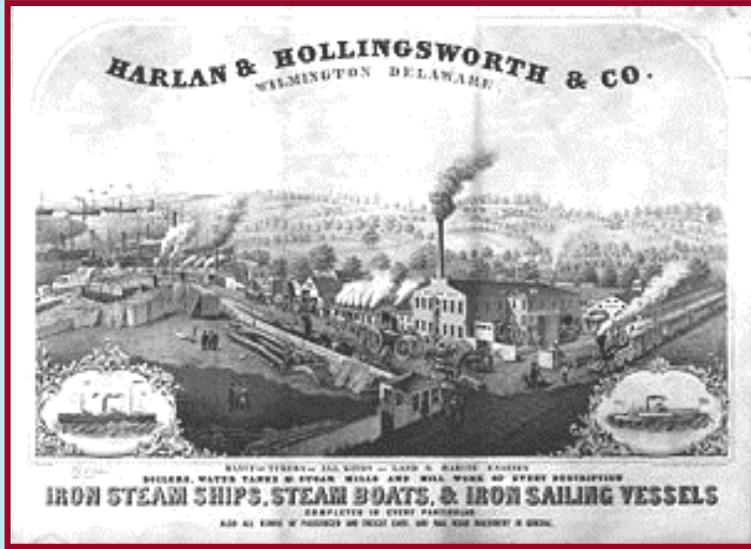
From Harlan and Hollingsworth Shipyard records:

Hull No.	Original Name	Original Owner	Type	Gross Tons	Year Delivered	Scrapped
198	City of Jacksonville	DeBary Merchants	Cargo Ship	459	Dec-1882	1933

<http://shipbuildinghistory.com/history/shipyards/2large/inactive/bethwilmington.htm>

The steamboat **CITY of JACKSONVILLE** was built by Harlan & Hollingsworth Company which was one of the earliest iron shipbuilders. Harlan was bought by Bethlehem Steel in 1904 and the name changed to the Harlan Plant of Bethlehem Steel. Harlan's shipyard was closed in 1926, reopened for a short time during the Second World War and part of the shipyard was used by the Dravo Corporation until 1964 when it was again closed.

<http://www.globalsecurity.org/military/facility/harlan-hollingsworth.htm>



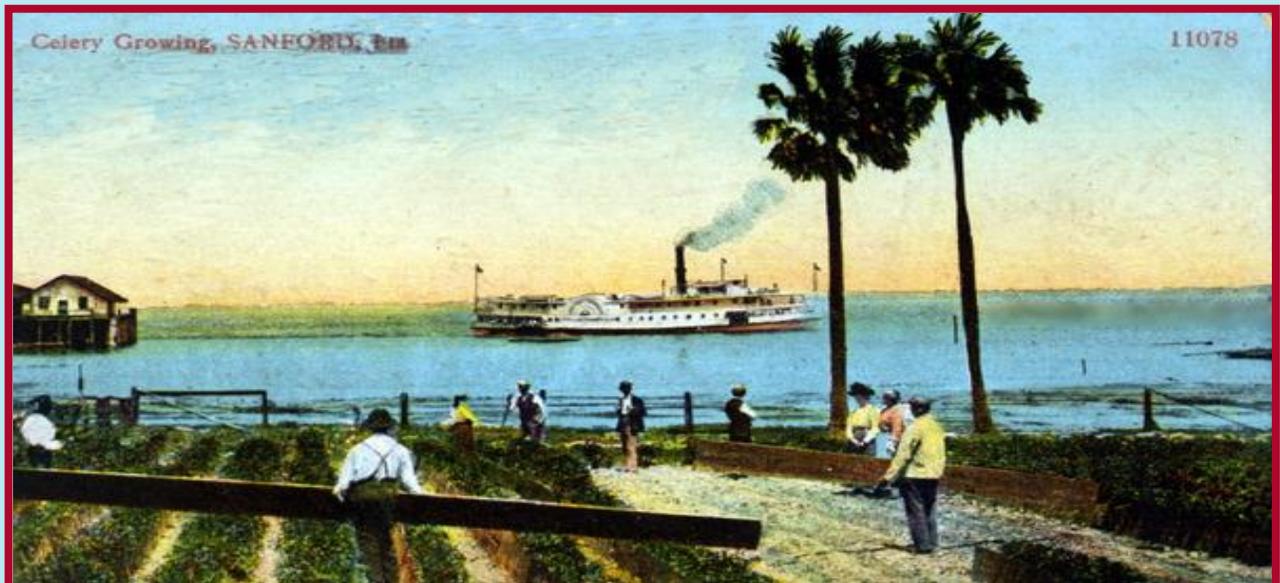
<http://oldwilmington-ivil.tripod.com/>

The steamboat **CITY of JACKSONVILLE** ran on the St. Johns River and also between Florida and New York. On October 13, 1885, she ran from Jacksonville to Sanford in twelve and a half hours which set a record for that run. In 1890, she was sold to the Clyde Steamship Company. Her last trip for Clyde was on Memorial Day 1928. Afterward, she became a dance hall, a nightclub, became the headquarters for a veterans' organization and ended her years in the Intracoastal Waterway (which was then called the "Canal") by Jacksonville in 1933.



Steamboat CITY of JACKSONVILLE at the DeBary Merchants' Line dock in Sanford, Florida

<http://floridamemory.com/items/show/8223>



**Celery growing, CITY of JACKSONVILLE steamboat in the background - Sanford, Florida
Circa 1900 New York : A.C. Bosselman & Co., [19--] (Germany)**

<http://www.floridamemory.com/items/show/161135>



Jacksonville, Fla.: H. & W.B. Drew Co., [19--]
<http://www.floridamemory.com/items/show/161129>



CITY of JACKSONVILLE steamer at the wharf - Camp Joseph E. Johnston 1918

The Camp was created in 1909 as a Florida National Guard base, then taken over and expanded by the federal government in September 1917 for use as an army quartermaster training camp. It was renamed Camp J. Clifford R. Foster after World War I.

Photonegative of a postcard published by National Art Company, Detroit. Photo by Spiker.
<http://floridamemory.com/items/show/144599>

Steamboat **WELAKA**

In November 1882, the *De Bary Merchants' Line* purchased the sternwheeler **WELAKA** which was the Seminole Indian name for the St. Johns River (meaning chain lake). The **WELAKA** was built at the Jacksonville shipyard of Drew & Hazeltine in August 1882 and was 126 feet long, 21.4 feet in width, 5.3 feet depth, and weighed 209 gross tons. According to Mueller, "the **WELAKA** had a large salon and only nine staterooms." She was a cargo ship hauling freight on the St. Johns.

In the 1880's, the **WELAKA** left Jacksonville every Tuesday and Friday at 3 PM for Lake Jesup and intermediate landings, including Sanford; returning, it left Lake Jesup every Sunday and Tuesday at 5 AM. In 1885, the **WELAKA** and the **ROSA** carried "through fast freight" six days a week to Enterprise and Lake Jesup. **WELAKA** also ran to Savannah. In 1889, the **WELAKA** was sold to the Clyde Steamship Co. and was running on the St. Johns River. She also ran in the New York area and then was back to the St. Johns; in 1905 she ran out of Tampa with her name changed to **TERRA CEIA**. The **WELAKA - TERRA CEIA** was wrecked on June 27, 1912 at Tampa.

The Barge OSCAR WILDE

Frederick de Bary owned a barge named **OSCAR WILDE**. It was registered to the *DeBary Merchants' Line* and then to the *DeBary-Baya Merchants' Line*. The **OSCAR WILDE** was sold in 1888 for \$700.

http://www.seminole.wateratlas.usf.edu/upload/documents/317_earlydays.pdf

DeBary-Baya Merchants' Line

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 **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 *DeBary-Baya Merchants' Line* would become the most successful steamboat line to travel the St. Johns River.

Circa 1887, Colonel Baya left the steamboat business and most of the original Baya boats were sold. *DeBary-Baya Merchants' Line* reverted to the name *DeBary Merchants' Line*. In 1890, ownership of the Line switched to Frederick de Bary's son Adolphe de Bary. Later in 1890, the steamboat line was sold to the Clyde Steamship Co. Clyde's terminal was located in Jacksonville at the present site of the headquarters of the CSX line. The Clyde Line passed out of existence in 1928.

STEAMBOAT CAPTAINS

De Bary Merchants' Line



Capt. John Amazeen
Capt. Louis M. Coxetter, Jr.
Capt. Thomas Creaser
Capt. William Hallows
Capt. Joseph B. Parsons*
Capt. Joseph H. Smith
Capt. W. B. Watson-CSA Captain-US Marshall

Capt. Charles H. Brock
Capt. William A. Crawford
Capt. Isaac Hall
Capt. George J. Mercier
Capt. William A. Shaw**
Capt. Richard H. Stuart

*Capt. Parsons was an ex-civil war blockade-running Captain for the CSA.

**

From The Ocala Evening Star, Friday, July 30, 1909

CAPT. W. A. SHAW

Captain William A Shaw, United States local inspector of hulls, died yesterday afternoon at 4:45 o'clock at his residence, 703 Laura Street, Jacksonville, after an illness of eleven days.

Captain Shaw was born in Savannah, Ga., February 7, 1847. At the outbreak of the civil war he joined the Confederate army and served under General Johnson up to the time of the surrender. In point of service he was one of the oldest captains on the St Johns river having commanded the steamers Hattie, Lollie Boy, and George M. Bird of the DeBary Merchants' Line. He was the superintendent of construction of the steamer Frederick vessel until 1882 when the steamer City of Jacksonville was built under his personal supervision and was in command of her from 1882 until his appointment as local Inspector of hulls in 1902. The latter position he held until his death.

Captain Shaw was a member of Solomon Lodge No. 20 F. & A. M.; Jacksonville Chapter, R. A. M.; Damascus Commandery, Orient Lodge of Perfection, A. & A. Scottish Rite and a member of Morocco Temple A. A. O. N. M. S. He was also a member of the Seminole Club.

Captain Shaw was a thoroughly competent officer, both as a practical steamboat master and as a government inspector, and was one of the best known men in this city and throughout the state, numbering his friends by the thousands. He will be truly missed and mourned by all. -----

Jacksonville Metropolis 29th.



"Steamboating on the St. Johns 1830-1885" by Edward A. Mueller, 1980
STEAMBOATS NORTHERN STYLE: THE DEBARY MERCHANTS' LINE. Pages 81-87

The Kellersberger Fund of the South Brevard Historical Society, Melbourne, Florida

<http://ufdc.ufl.edu/NF00000088/00001/105j>

EXTRA READING:

"The Early History of the St. John's River" by Ed Winn - Google Books

"The Steamboat Era ran from 1827 to almost the beginning of 1900 and transformed the River into a busy passageway for goods, people, and supplies all moving down the East Coast. There was no other good way to travel....."

Harlan & Hollingsworth Co., of Wilmington, Delaware,

<http://www.globalsecurity.org/military/facility/harlan-hollingsworth.htm>

The Pusey and Jones Corporation, Wilmington, Delaware <http://paperindustryweb.com/pj1ships.htm>

Oldest map of the new world. 1500 Old Florida Map - University of Miami

http://scholar.library.miami.edu/floridamaps/view_image.php?image_name=dlp00020000190001001&group=spanish

