

I. Introduction

This LAMAR Institute report is a modified version of a legal document that was prepared in 2010 for the State of Georgia. The project task was to amass historical and archaeological evidence for commercial river navigation on the portion of the Flint River between Bainbridge and Albany, Georgia and on Spring Creek, a tributary of the Flint River. The result was an annotated (and illustrated) bibliography of primary source documents. This information is presented here with some edits and deletions.

Supporting documentation for the project is provided with annotation and is organized into two parts, Flint River above Bainbridge, Georgia, and Spring Creek, Decatur County, Georgia. It is further subdivided chronologically from older records to more recent.

Project Methods

Resources consulted included historical newspapers, books, maps, photographs, National Register of Historic Places files, Georgia archaeological site files, past archaeological survey research, and secondary historical sources. These various sources are detailed below.

Newspapers

Newspapers from various towns in Georgia and from other states were consulted for information pertinent to the study. These included the following:

- *Albany Courier*
- *Albany Daily Herald*
- *Americus Times-Recorder*
- *Argus* [Bainbridge]

- *Atlanta Constitution*
- *Augusta Chronicle*
- *Bainbridge Weekly Democrat*
- *Bainbridge Semi-Weekly Democrat*
- *Bainbridge Weekly Sun*
- *Chronicle* [Milledgeville]
- *Columbus Enquirer*
- *Columbus Daily Enquirer*
- *Macon Daily Telegraph*
- *Macon Telegraph*
- *Macon Weekly Telegraph*
- *Montgomery Advertiser* [Alabama]
- *Plain Dealer* [Cleveland, Ohio]
- *Southern Watchman* [Athens, Georgia]
- *Spectator* [New York]
- *Sun* [Maryland]
- *Times-Picayune* [New Orleans]

These newspapers were accessed via a variety of media outlets, including online search engines, microfilm, transcriptions, and original newspapers. These sources included the following: Ancestry.com, Footnote.com, Genealogicalbank.com, the University of Georgia Library (Georgia Newspaper Collection), Athens, Georgia, and from published compilations of newspaper abstracts for selected counties (Evans 1996, Volumes I-III; Evans 1998, Volumes I and II). News concerning commercial steamboat navigation on the Flint River was not confined to Georgia newspapers, as stories were reported by the press in Cleveland, New Orleans, and New York.

Several relevant towns in the study area, including Danville, Cheevertown, Francisville, Pindertown, and Spring Creek, did not have newspapers (or if they did, no copies of these papers have

been located). Fortunately, the news from the Flint River was covered well by the other newspapers in the region, as well as more distant Georgia newspapers and newspapers in other states. The city of Newton had a newspaper, although the surviving editions in the Georgia Newspaper Collection (University of Georgia) post-date the era of steamboat navigation on the Flint River. These newspapers cover the period from 1939-1947, and therefore, were not examined in the present study. Similarly, surviving newspapers published in Montezuma began in 1925, which is near the end of the steamboat era and these papers were not examined in the present study.

Books, Primary Documents

Numerous contemporary books written in the 19th and 20th centuries provided primary historical data on the subject of river navigation on the Flint River and Spring Creek. These sources are distinguished from secondary history books, which also provide important information on the subject, but are not primary sources of information. This category of secondary histories is discussed later in this chapter. The books below have 2010 dates because they were accessed from internet repositories this year. The books themselves, however, were written in the 19th or 20th centuries.

Google Books.

2010 Books.google.com, July 7, 2010. [Various Adobe Acrobat .pdf versions of books were accessed from this internet portal. A citation for each of these is provided in the discussion of individual exhibits].

Cornell University

2010 Civil War Official Reports and 19th Century Monographs, Making of

America Collection, Cornell University [online version]

American State Papers, Volume II, Indian Affairs

2010 American State Papers. American Memory, Library of Congress, Washington, D.C.

American State Papers, Volume I, Military Affairs

2010 American State Papers. American Memory, Library of Congress, Washington, D.C.

Evans, Tadd

1996 Albany Georgia Newspaper Clippings 1845-1874. Three Volumes. Tadd Evans, Milledgeville, Georgia. [Georgia Room, Hargrett Rare Book and Manuscript Library, University of Georgia, Athens].

1998 Decatur/Early County Georgia Newspaper Clippings 1863-1885. Two Volumes. Tadd Evans, Milledgeville, Georgia. [Georgia Room, Hargrett Rare Book and Manuscript Library, University of Georgia, Athens].

Maps

A wide variety of 19th and 20th century maps and charts were reviewed for the present study. These include county, state and regional maps, navigational charts, archaeological site maps, plats indices, and individual land survey plats. Several map internet search engines, including Google Maps, Acme Mapper, and Google Earth were used to provide modern maps of the area. More detail is provided below.

- Carl Vinson Institute of Government (CVIQG)
- 2010 Historical Atlas of Georgia Counties. Carl Vinson Institute of Government, <http://georgiainfo.galileo.usg.edu/histcountymaps/index.htm>, July 15, 2010.
- Georgia Department of Archives
- 2010 County Maps. Virtual Vault. Georgia Department of Archives, Morrow, Georgia.
- Georgia Department of Natural Resources, Historic Preservation Division (DNR, HPD)
- 2010 National Register Files. Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia.
- Georgia Archaeological Site File (2010)
- 2010 Georgia Archaeological Site File. NAHRGIS Database. <https://www.itos.uga.edu/nahrgis/>, July 8, 2010.
- United States. War Department.
- 1895 Atlas to Accompany the Official Records of the Union and Confederate Armies. Government Printing Office, Washington, D.C. [Note: Plate 144 shows Danville, Georgia].
- United States National Archives and Records Administration
- 2004 Cartographic Unit, National Archives and Records Administration (NARA), College Park, Maryland. [Note: Photographs of selected navigation improvement charts on file, The LAMAR Institute, Savannah, Georgia, Examples included in various exhibits, herein.].

Photographs

Supporting documentation includes numerous photographs of commercial vessels that had a history of plying the Flint River. The locations where these photographs were taken were not always recorded, but these photographs provide

proof of the existence of the steamboats and their relative size and configuration. In several instances, the location where the photographs were taken was noted. Several of these were of locations within the project study area.

- Georgia Department of Archives
- 2010 Vanishing Georgia. Georgia Department of Archives, Morrow, Georgia. <http://content.sos.state.ga.us/cdm4/vanishing.php>, July 8, 2010.

Secondary References

Secondary historical sources are an important location for information about navigation on the Flint River and Spring Creek. While these sources are not first-hand accounts, they provide important background information and they represent extensive historical research on the subject. These sources include county histories, archaeological studies, and historical studies specific to river navigation. The author has participated in some of this scholarship on the Flint River system since the early 1990s. Recent archaeological studies are included in this category of secondary references, although these studies also provide primary information on sunken vessels, navigation improvements, and river obstructions. Secondary sources are detailed on the following page.

- Americus Times-Recorder
- 1932 "Danville, Drayton and Pineville—Towns that were in this Section." *Americus Times-Recorder*, December 5, 1932:p.4.
- Burns, Jason M.
- 2007 Refocusing on Georgia's Rivers: The Role of Maritime Historical Archaeology in Waterfront Revitalization. In *Out of the Blue Public Interpretation of Maritime Cultural Resources*, J.H. Jameson, Jr. and D.A.

- Scott, editors, pp.95-111. Springer US, New York.
- Cox, Jack F.
- 1983 *History of Sumter County, Georgia*. In Association with the Sumter County Historical Society, W.H. Wolfe Associates, Roswell, Georgia.
- Elliott, Daniel T.
- 1989 *Falcon Field and Line Creek: Two Archaic and Woodland Period Sites. Southeastern Archeological Services, Athens, Georgia*. Submitted to Peachtree City Airport, Peachtree City, Georgia. Georgia Archaeological Site File Report Number 1106, Athens, Georgia.
- 2004 *Southwest Georgia Archaeological Survey 2002. LAMAR Institute Publication Series, Report Number 60*. The LAMAR Institute, Box Springs, Georgia.
- Elliott, Daniel T., and T.M. Dean
- 2006 *Flint River Basin Archaeological Survey: Phase 2. LAMAR Institute Publication Series, Report Number 77*. The LAMAR Institute, Savannah, Georgia.
- Elliott, Rita Folse
- 1988 *The Pulse of Petersburg: Multidisciplinary Investigations of a Submerged Tobacco Town*. M.A. thesis, Department of Maritime History and Underwater Research, East Carolina University, Greenville, North Carolina.
- 2001 *Tributaries to the Past: 10,000 Years of Riverine Use at Ichauway as Recorded by Archaeological Reconnaissance*. Southern Research, Ellerslie, Georgia. Submitted to Joseph W. Jones Ecological Center, Newton, Georgia.
- 2004 *Georgia's Inland Waters*. Southern Research Historic Preservation Consultants, Ellerslie, Georgia. Submitted to GNDR, HPD, Atlanta, Georgia.
- Elliott, Rita Folse, R. Rogers, and D. Crass
- 2000 *Stemming the Tide. A Survey of Submerged Cultural Resource Programs in the United States with a View Towards Georgia*. Southern Research Historic Preservation Consultants, Ellerslie, Georgia and Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia.
- Hays, Louise F.
- 1979 *History of Macon County, Georgia*. Reprint Company, Spartanburg, South Carolina. Reprint of 1933 edition.
- Jones, Frank S.
- 1971 *History of Decatur County, Georgia*. The Reprint Company, Spartanburg, South Carolina.
- Krakow, Kenneth
- 1979 *Georgia Place Names*. Winship Press, Macon, Georgia.
- Lytle, William M., Forrest Robert Holdcamper, and C. Bradford Mitchell, compilers
- 1975 *Merchant Steam Vessels of the United States, 1790-1868: "the Lytle-Holdcamper List," Initially Compiled from Official Merchant Marine Documents of the United States and Other Sources*. Steamship Historical Society of America, Staten Island, New York. Distributed by University of Baltimore Press, Baltimore, Maryland. [Note: This document was NOT examined for this study, but is cited because it was used by Mueller. See below]
- Marchant, Grady, and D.R. Bower, compilers
- Unknown date *List of Boats Operating on Flint and Chattahoochee Rivers 1828-1889*. Unknown publisher. [Note: A copy of the document was not located by the present research].
- Mueller, Edward A.
- 1990 *Perilous Journeys: A History of Steamboating on the Chattahoochee, Apalachicola, and Flint Rivers, 1828-1928*. Historic Chattahoochee Commission, Eufaula, Alabama.

Neville, Bert

1961 *Directory of Steamboats with Illustrations and List of Landings on Chattahoochee-Apalachicola-Flint-Chipola Rivers*. Bert Neville, Selma, Alabama. Extract on file, Creek Agency Folder, National Register [Unlisted Sites], Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia.

Thronateeska Chapter, Daughters of the American Revolution

1978 *History of Dougherty County, Georgia*. The Reprint Company, Spartanburg, South Carolina. Reprint of 1924 edition originally published by the Thronateeska Chapter, Daughters of the American Revolution, Albany, Georgia.

Way, Frederick, Jr., compiler

1990 *Ways Steam Towboat Directory*. Ohio University Press, Athens, Ohio.

II. Navigation History of the Flint River above Bainbridge, Georgia

Extensive evidence was obtained indicating that river navigation was established on the Flint River upstream from Bainbridge, Georgia. Commercial traffic extended as far upstream as the Old Creek Agency, known in the mid-19th century as Francisville, in Crawford County, Georgia. The approximate geographic location of the Creek Agency/Francisville waterfront is at Lat-Lon: N 32.66521 W 84.09665. This location (or within about one mile in either direction) represents the northern limit of historically documented navigation on the Flint River, as determined by the present study. From this point on the Flint River downstream to the Gulf of Mexico it is my professional opinion that the entire course of the Flint River was navigated by boats loaded with freight for all or part of the year in the 19th and early 20th centuries. This freight included naval stores, cotton, and a wide range of commodities. My opinion is supported by extensive historical documentation and one example of archaeological evidence.

Flatboats used by the U.S. Army in 1815, 1817 and 1818 were navigated from slightly further upstream of Fort Lawrence, which was a U.S. Army fort opposite the Creek Agency in present-day Taylor County, Georgia. These flatboats traveled down the Flint River on numerous occasions. Flatboats also traveled upstream on less frequent occasions. Many other undocumented river trips may have taken place during the period from 1800-1820. These

voyages are not specifically “commercial trips” but were primarily military-related. Nevertheless, this demonstrates that the Flint River was used for boat traffic to this point, which is approximately at River Mile 115 (*American State Papers, Volume II, Indian Affairs*, cited in Jones 1971:87).

On June 24, 1817, the Milledgeville Chronicle newspaper reported that, “The Artillery Company from Charleston...stopped at the Creek Agency” and, “descended the Flint River and arrived at Fort Scott” (*Milledgeville Chronicle*, cited in Jones 1971:140).

On February 1, 1818, General Edmund P. Gaines wrote to General Andrew Jackson advising him that, “eight boats were being built at the Creek Agency to transport supplies...down Flint” (*American State Papers, Volume I, Military Affairs*, cited in Jones 1971:150). The construction of these boats may not have been completed, however, since the court martial proceedings of Colonel David Brearly, 7th U.S. Infantry Regiment, noted that Colonel Brearly was, “charged with disobeying orders by Gaines”, after Brearly was assigned the task of directing, “construction of boats at the Creek Agency”, but before the task was completed, Brearly was accused of “leaving his post and going to Fort Mitchell” and historian Frank Jones noted that, “The boats were intended to carry provisions and other supplies down the Flint River to Fort Scott” (cited in Jones 1971:152).

Jones (1971:150) also noted in his history of Decatur County that the 1st Regiment of Georgia militia established a boat yard at Fort Early where boats of

considerable size were constructed. These included, “one provision boat with a crew of twenty men”. Fort Early was established by General David Blackshear, Georgia militia, on the east bank of the Flint River. Fort Early is shown on numerous maps, although its archaeological remains have not been explored and the exact location of the boat yard at Fort Early remains to be determined. An 1866 plat index map of Dooly county shows Fort Early in Land Lot 29, east of the Flint River and north of the confluence of Swift Creek in the southwestern corner of the county (Georgia Department of Archives 2010).

This commercial boat navigation on the middle Flint River above Bainbridge, Georgia involved numerous flatboats and steamboats, including more than two dozen steam-powered vessels that were identified by name. These include the: *Aida* [possibly the same as *Ada* and *Aid*], *Albany*, *Apalachicola*, *Barnett*, *Buchannon*, *C.D. Fry*, *Columbus*, *Drake* [also known as the *T.C. Drake*], *Edwin Forrest* [also spelled *Edwin Forest*], *Flint* [two steamers by this name], *Florence*, *Gertrude*, *Ida Stockton*, *Jackson*, *John R. Sharpe*, *J.P. Williams*, *Magnolia*, *Mary*, *Mary Elizabeth*, *Mary Emeline*, *Montezuma*, *Munnerlyn*, *Naide*, *New Jackson*, *Newton*, *O.M. Lovell*, *Raymie Kay*, *Raymond H.*, *Sangamon*, *Southerner*, *Sun*, *Thronateeska*, *Viola*, and the *White Rose*.

Flatboats were once commonplace on the middle Flint River; however, no contemporary images (photographs or drawings) of these vessels were located by the present research. Flatboats were used by the U.S. Army to navigate down the Flint River in 1815 and 1818. When steam powered vessels plied the Flint

River, the older flatboats faded into obscurity, or at least escaped description in early newspapers. One exception to this is the September 3, 1857 edition of the Albany newspaper, which included a notice for a Dougherty County Sheriff’s Sale for a “Flat Boat” (Evans 1996, Volume II: 217).

Elsewhere in Georgia on the Savannah River, flatboats were used from the 1780s to haul tobacco and later cotton to ports from Petersburg, Georgia, a dead town in present-day Elbert County, Georgia, to Augusta and Savannah, Georgia. One contemporary illustration of one of these boats was published in a northern newspaper. It was a long, narrow shallow-draft vessel that was powered by wooden oars or poles and steered by a large rudder. Conditions that these vessels successfully negotiated on the upper and middle Savannah River, including dangerous narrow rapids, extensive shoals, narrow channel, frequent snags and areas of extremely shallow water, were quite similar to those existing on the Flint River at that time. Nevertheless, the Savannah River was extensively navigated from 1786 through the 1820s by these flatboats (R. Elliott 1988). The tobacco boom had ended in Georgia by the time that the Flint River valley was settled by Euro-Americans but the cotton boom was in full swing and cotton planters required transportation to move their bulky goods to distant markets. In the period of time from 1820-1834, flatboats likely filled this transportation niche. The advent of steam power on the river signaled the passing of the flatboat era. A brief resurgence in flatboats, or cotton boxes, took place during the American Civil War (1861-1865), when the steam

vessels were likely elsewhere in support of the Confederate's cause.

A Baker County history book recounts a brief description of these river vessels, which was printed in the February 6, 1852 edition of the *Albany Patriot* newspaper, "Our Flint River Cotton Boxes are 80 ft. long, 22 ft. wide, sides and ends five ft." (Baker County Historical Society 1991:32). The general design of long, narrow, shallow-draught boats suited the navigation conditions on the middle Flint River. Many of these same characteristics continued with the steamboats that were designed to travel the same waters.

While the majority of the flatboats travelled downstream on the Flint River, some upstream traffic is recorded. Thomas Woodward, a soldier stationed in central Georgia in the early 1800s wrote in a letter to a friend that he had taken ammunition up the river on boats during periods of high water (Woodward, cited in Jones 1971:150).

Steamboats were constructed in the mid-1830s at Francisville and at Danville, two extinct settlements on the middle Flint River. The steamer *Edwin Forrest*, built at the Old Creek Agency [Francisville] and the steamer *Magnolia* was built at Danville around 1835 by a local entrepreneur, Martin Miller. Danville is a dead town in Sumter County and its approximate geographic location, as indicated by United States Geological Survey, is at Lat-Lon: N 32.05628 W 83.98740. That location places Danville at the intersection of Georgia Highway 27 (also known as Vienna Road) and an unnamed dirt road, which is located 14.6 kilometers northeast of Leslie, Georgia, 18.5

kilometers west by southwest of Vienna, Georgia, and 17.9 kilometers south by southwest of Byromville, Georgia (GNIS 2010).

The details of the construction of the steamer *Edwin Forrest* are sketchy, as is the general history of the dead settlement of Francisville in Crawford County, Georgia. The steamer *Edwin Forrest* must have been a well-constructed vessel, however, for a steamboat by that name sank in September, 1905. At the time of its sinking, the steamer *Edwin Forrest* was based at Newton, Georgia and it ran between Bainbridge and Albany, Georgia. Alternatively, there may have been two steam vessels by the same name that operated on the Flint River during its steamboat era.

Historical evidence for the steamer *Magnolia* in the middle Flint River region, as far north as central Sumter County, Georgia, can be better established. The wooden parts of the steamer *Magnolia* were constructed at Danville. The nearly completed vessel was floated down the Flint River to Apalachicola, where its steam engine was installed. The steamer *Magnolia* was then loaded with merchandise (dry goods) after which time it traveled back upstream to Danville on its maiden voyage. The *Magnolia* had an unfortunate second voyage, however, when it became stranded on the Flint River, above Albany, Georgia. The vessel was later refloated and taken downstream and later used on the Georgia Atlantic Coast.

Steamboats also were manufactured in towns on the middle Flint River in the decades following the American Civil War. These include the steamers *Aida*

and *Montezuma*, both built in Montezuma, Georgia.

River steamboat traffic on the section of the Flint River upstream from Bainbridge is documented from 1834 through 1918. More than a dozen of these steamboats wrecked during their passage on this section of the Flint River. These wrecks, which included the *Apalachicola*, *Buchannon*, *Edwin Forrest*, *Flint*, *Florence*, *John R. Sharpe*, *Magnolia*, *Montezuma*, *New Jackson*, *Munnerlyn*, *Newton*, *Raymond H.*, *Sangamon*, *Viola*, and *White Rose*, are documented in several Georgia newspapers, U.S. Army Corps of Engineers river navigation charts, and by archaeological surveys. For some of these wrecks the descriptions of the locations where they wrecked are vague, but for several, specific locations on the middle Flint River are identified. Several of these vessels were later refloated and returned to service.

Steamboat travel on the Flint River was greatly affected by weather conditions. On some sections of the river the traffic was not year round. Steamboat traffic also was significantly interrupted by the American Civil War. During that period cotton merchants reverted to older methods of travel using “cotton boxes” or flatboats that lacked steam power. Documentation for the Flint River navigation during the war years is secondary, however, as no primary documents were located to confirm this traffic. Following the war steamboat traffic on the middle Flint River resumed and was extensive.

Commodities, other than lumber, that were shipped by steamboat on the Flint

River in the 19th century and early 20th century included:

- Cotton
- Cotton Seed and Cotton Seed Meal
- Turpentine
- Rosin
- Meat
- Flour and Grain
- Rice
- Coffee
- Dry Goods
- Hides and Skins
- Honey
- Salt
- Sugar
- Syrup
- Provisions (Unspecified)
- Ammunition
- Artillery
- Other Military Stores
- Brick
- Barrel Staves
- Shingles
- Railroad Iron
- Guano and Fertilizers
- United States Mail
- Passengers

Of the items in this list, cotton represents the bulk of the freight and is the commodity most often mentioned in newspaper accounts of steamboat wrecks on the Flint River. Naval stores (barrel staves, shingles, turpentine and rosin) are likely the second-most important product that was exported from interior Georgia by steamboat on the Flint River. Guano and fertilizers were other bulky agricultural-related imports into interior Georgia that accounted for significant portions of the freight traffic. The goods hauled by steamboat often were taken to the various river ports and then trans-

shipped by railroad (and wagon) at many of the towns along the Flint River.

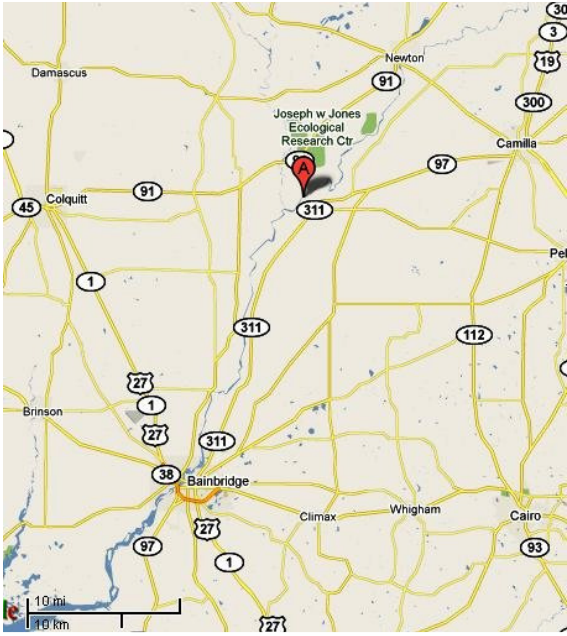
The encouragement of commercial navigation on the Flint River by Federal and State government is well documented. This documentation includes legislative acts that created navigation corporations, and appropriations for navigation improvements. The navigation improvements were directed by the United States Army Corps of Engineers and took place over many decades in the 19th and early 20th centuries. By 1930 steamboat traffic on the Flint River above Bainbridge had ceased. Railroad transportation replaced river travel as the primary transportation mode in this section of the river. The rail transportation was greatly supplemented by trucks following World War II.

From Bainbridge downstream to the Gulf of Mexico, river travel was easier than upstream and took place year-round. There were fewer navigation hazards on the lower portion of the Flint River and boats with deeper draught could readily ply those waters. Bainbridge and Apalachicola were major trans-shipment points on the lower sections of the river system. River traffic continued on the lower portion of the Flint River after navigation had been abandoned on the middle portions of it.

Archaeological confirmation of navigation on the middle Flint River, below Newton, Georgia, was obtained in 2000 by a survey by the firm of Southern Research, Historic Preservation Consultants, Inc., of Ellerslie, Georgia. A technical report of that investigation was written by Rita Folse Elliott (2000, 2001). One archaeological site recorded

in the study, Site 9BX84, was the wreckage of the steamboat *White Rose*, which was a stern-wheeler that was constructed in 1862 and sank in early 1866 while on a voyage downstream from Albany, Georgia. I personally participated in the preliminary investigation of the wreckage, under direction of Ms. Elliott while an employee with the firm.

The steamer *White Rose* wrecked near Cheevers Landing on the Flint River. The wreckage confirmed by archaeological survey was located at Lat-Lon: 31.179949561963N, 84.448884798853W, or expressed as UTM Coordinates, Zone 16 (NAD 27), E743129, N3452164. This location is on the bank of the Flint River, approximately 18.3 kilometers southwest of Newton, Georgia. The wreckage covered an area of at least 35 meters by 10 meters and included portions of the wooden vessel's keel and ribs, which were secured by large iron hardware. A preliminary sketch map was prepared of the wreck site and its ruins were photographed in 2000. A copy of the official archaeological site form for this wreck is included in the exhibits. A general location of the wreck site is provided below.



**Figure 1. Location of Site 9BX84
Steambot White Rose Wreck, 2000.**

Regarding Navigation History of Spring Creek, Decatur County, Georgia.

Evidence for navigation on Spring Creek is less abundant than that assembled for the Flint River. Nevertheless, some historical references were found to indicate that steamboats traveled on substantial portions of Spring Creek in Decatur County, Georgia in the 19th and early 20th centuries. One primary source from 1908 cites steamboat travel up Spring Creek to Oil Still Spring (*Bainbridge Democrat* 1908:8). This “Oil Still” is possibly a reference to a turpentine still at a spring. The present research was able to locate maps that identify the modern location of this place. Turpentine stills and natural springs were once numerous along Spring Creek, so this name could apply to multiple locations. Another primary reference describes steamboat travel up Spring Creek to “Spring Creek”. It remains unclear whether the author is referring to the community of Spring Creek or to some other unspecified location along the course of Spring Creek. Spring Creek was a community on the upper portion of Spring Creek, which is a dead town today. The settlement appears on several maps from the 19th century, which place it its general location near Arlington, Georgia in Calhoun County.

The commodities that were transported on Spring Creek likely included naval stores (turpentine, rosin, and lumber). Doubtless, many other goods, including cotton, were transported on Spring Creek, but these items were not specifically identified in the primary documents.

From some, as yet undetermined point along Spring Creek near the Miller County line and continuing downstream to its junction with the Flint River it is my professional opinion that this major portion of Spring Creek was navigated by commercial boats loaded with freight for all or part of the year in the 19th and early 20th centuries. This freight included naval stores, cotton, and a wide range of commodities. My opinion is supported by historical documentation.

III. Supporting Data, Information and Exhibits

Flint River above Bainbridge, Georgia

Antiquity

Notes: The Flint River was used as a transportation artery by Native American groups well before the written record. Evidence for this traffic is demonstrated by the archaeological record. One dugout canoe was recovered from the bank of the Flint River and placed on display at the Decatur County Museum in Bainbridge, Georgia. Artifacts, such as soapstone bowl sherds, demonstrate a trade network that was developed by the end of the Archaic period along the Flint River. Soapstone occurs naturally in the Georgia piedmont and mountains but it does not outcrop in Georgia's coastal plain. Soapstone sherds have been reported from many archaeological sites in the coastal plain section of the Flint River, which attests to their transport to this location. While some of this transport may have been done on foot, boat travel would have been far more efficient means. This is particularly true among Native American groups during the Terminal Archaic period (ca. 1700-900 B.C.) quarrying soapstone and removing large amounts of rock and/or large pieces of unfinished bowls. In the absence of a sunken canoe filled with soapstone bowls, however, the soapstone archaeological evidence is indirect.

Beginning in the early 1990s and continuing through 2005, Daniel Elliott compiled an extensive bibliography on the archaeology of the Flint River watershed. These resources were further

consulted and expanded in a series of research reports on the cultural resources in the Flint River region by the author (See Elliott 1989, 2004; Elliott and Dean 2006).

1812-1818

Notes: The U.S. Army used the Flint River beginning at Fort Lawrence and the Creek Agency as a transportation route downstream for men and supplies in the early 19th century. Other U.S. Army and Georgia militia forts that were located downstream on the Flint River include Forts Early, Hughes, and Scott. Documented military traffic on the Flint River took place during the War of 1812 (1812-1815) and the First Seminole War (1817-1818).

In early 1815, Colonel Benjamin Hawkins led a fleet of flat boats manned by U.S. Army troops down the Flint River from the Creek Agency (in present-day Crawford and Taylor Counties, Georgia) to the junction of the Chattahoochee River. The boats reached Mile 115 before they received word that the Peace had been declared by the Treaty of Ghent and the war was ended, thus ending Hawkins' campaign. This river voyage was of a military nature and not true commerce, although provisions and military stores were undoubtedly part of the cargo that was hauled on these flatboats.

In 1818 during the First Seminole War, General Edmund Pendleton Gaines and members of his staff wrecked a U.S. Army flatboat enroute from Fort Lawrence to Fort Scott on the Flint River. Gaines' shipwreck made national news. The boat and any goods it contained were a total loss. General Gaines was on a military mission,

however, so this early documented navigation on the Flint River does not conform to true commerce but was military in nature.

In both instances, in 1815 and 1818, the flatboats travelled downstream on the Flint River during high water. Boat travel up the Flint River is not documented until the early 1830s, more than two decades after the invention of the steamboat by Robert Fulton.

Maps from the period 1812-1820 do not provide any details of navigation features on the Flint River. Some stream crossings are shown, as well as forts and Creek Indian towns and important settlements. Ferries and fords were likely in use during this period, although these do not constitute river navigation as defined for this study.

1820

Georgia Legislature

1820 An Act to Keep Open, Remove and Prevent...Flint and Chestatee rivers, calculated to Prevent the Passage of Fish, and the Navigation of Said Rivers by Boats, So far as Respects the Counties of Gwinnett, Hall, Early and...*Acts of the Georgia State Library General Assembly...1820*. Digital Library of Georgia, University of Georgia Libraries, Athens.

Notes: This state legislation provided for “free passage of boats” for navigational purposes on the Flint River, which was at that time part of newly formed Early County.

1826

Georgia Legislature

1826 An Act to Lay Off, Define, and Keep Open the Main Channels of Flint and Chattahoochie Rivers, so as to Prevent the Obstruction of the Free

Passage of Boats and Fish, and to Appoint Commissioners for the Same, also to Appoint One Commissioner for the Ocmulgee River in the County of Henry. *Acts of the General Assembly of the State of Georgia...1826*. Digital Library of Georgia, University of Georgia Libraries, Athens.

Notes: This state legislation provided, “to lay off, define, and keep open the main channels of Flint and Chattahoochie rivers’ for the, “free passage of boats and fish”.

1834

Macon Weekly Telegraph

1834 *Macon Weekly Telegraph*, April 25, 1834, p.3.

Notes: This is an April, 1834 advertisement for sale of town lots at the town of Danville in Sumter County, Georgia. The advertiser states that the steamer *Columbus* had reached this point on the Flint River. Similar advertisements appeared in the May 8, and 15 1834 issues of the *Macon Weekly Telegraph*. Danville is rarely shown on early maps of the area and it was likely a short-lived boom town, or failed real estate venture. Nevertheless, the town was the destination of at least one steamboat in 1834. The voyage of the steamer *Columbus* in April and May, 1834 is the first documented navigation on the middle Flint River that was discovered by the present research. This newspaper article indicates that commercial steamboat traffic extended well upstream from Albany, Georgia into present-day Sumter County by 1834.

Notice.

ON Tuesday, the 20th MAY next, will be sold to the highest bidder, at public auction, in the town of Danville, Sumter county, at the head of Steam Boat navigation on Flint river, many valuable half acre

TOWN LOTS.

Danville is a very desirable and beautiful situation, being situated on an elevated bluff, of upwards of 100 feet in height, on the west side of the river. It is abundantly supplied with the best *Free Stone* water; and in point of health is not surpassed by any situation in Georgia. The recent ascension of the Steam Boat Columbus to that place, drawing 34 feet of water, when the river was only at an ordinary stage, proves clearly and conclusively that it is navigable for steam boats to that place, whenever the Chattahoochee is to Columbus. It is navigable for Barges to that place at any season of the year. These advantages in favor of Danville, together with the fact of its being surrounded by a wealthy and populous community, must very soon make it a place of considerable importance and trade.—
 Terms made known on the day of sale.

MARTIN MILLER,

April 25. 3t. 30

Figure 2. Advertisement for Town Lots in Danville, Georgia, with Reference to Steamboat Columbus (Macon Weekly Telegraph, April 25, 1834:3).

Macon Weekly Telegraph

1835 Removal of the Deposites
 Extra. *Macon Weekly Telegraph*, May 8, 1834, p.3.

Notes: The Macon newspaper repeated news that had appeared earlier in the Apalachicola Advertiser, regarding a steamboat voyage from Danville, Georgia down the Flint river to Apalachicola in early 1834. This article shows that the Flint River was navigable for commercial steamboats from Danville, in present-day Sumter County, to its junction with the Chattahoochee River by 1834.

It is with pleasure we announce the return, to this place of the Steamboat Columbus, jr. Wood, master, from a trip up the Flint river to a place called Danville, a distance of 280 miles further into the interior than has ever before been penetrated by steamboats in the same direction, and this too at an extremely low stage of the river.

Much credit is due to Captain Wood, for his perseverance in the accomplishment of an object heretofore deemed altogether impracticable. It is to such enterprise alone, that we are to look for the full development of all the rich resources of country, comparatively yet but little known to the mercantile and commercial world, and we have but little doubt, that the result of the present experiment will lead to the trial of a similar one upon the waters of the Ocklockney, which if we have been correctly informed, would result in equal if not greater success.—*Apilach. Adv.*

Figure 3. News of Steamboat Columbus Trip from Danville to Apalachicola (Macon Weekly News 1834:3).

1835

Spectator

1835 Steam-Boat Lost. *Spectator*
 [New York], April 9, 1835, p.2.

Notes: Steamer *Sangamon*, left Apalachicola on March 1 for Porter's Ferry on the Flint river, arrived and discharged her cargo, proceeded 40 miles further up to Pinderton, as reported by this New York newspaper. On her return, "when near Newton, under a full head of steam, run on a rock while turning a point, which injured her so much that she sunk immediately. She had about sixty bales of Cotton in her hold, which will be lost".

Pinderton is a dead town that was located on the east bank of the Flint River below Fort Early. The town is shown on numerous early 19th century maps of the vicinity. Porter's Ferry was about 40 miles downstream from Pinderton and its exact location was not determined by the present study. A similar account of the wreck of the

Sangamon appeared in the April 13, 1835 issue of the *New Hampshire Patriot & State Gazette* [Concord, New Hampshire].

Macon Weekly Telegraph

1835 *Macon Weekly Telegraph*,
April 2, 1835, p.2.

Notes: This Macon, Georgia news article tells of the sinking of the steamer *Sangamon*, which sank near Newton, Georgia on March 6, 1835 while descending the Flint River with a commercial load of cotton. This news originally appeared in the *Columbus Enquirer* newspaper. The original news article in the Columbus paper was not located during the present research. The writer stated, "On the 6th inst. The Steamer Sangamon, descending Flint River, struck a rock near Newton in Baker county, and immediately went to the bottom". This news article documents commercial steamboat traffic on the Flint River in Baker County below Newton in 1835.

Georgia Legislature

1835 An Act to appropriate a Sum of Money to Improve the Navigation of the Flint River, and to Appoint Commissioners to Carry the Same into Effect; also, to Improve the Navigation of the Chattahoochee River. *Acts of the General Assembly of the State of Georgia...1835*. Digital Library of Georgia, University of Georgia Libraries, Athens.

Notes: This state legislation passed in 1835 provided for funds to improve the navigation of the Flint River. It indicates the State of Georgia's commitment to promoting the development of commercial navigation on the Flint River.

1836

Plain Dealer

1836 Steamboat Edwin Forrest.
Plain Dealer, Volume 1, December 3,
1836:12.

Notes: Regarding the steamboat *Edwin Forrest*, the Cleveland, Ohio newspaper stated, "This is the name given to a new steamboat built on the Flint river, and intended to ply on that river and the Chattahoochee. She is one of a fleet of boats, of light draft, and peculiar construction, intended for the towing of barges at low stages of the water, when other boats are compelled to lie by. She has six boilers and two engines, of twenty horse power each, is ninety-three feet in length, and seventeen wide, and draws but two feet water; and has sufficient power to tow two barges fully loaded. She has but one wheel, which is in the stern; she is easily managed, and moves with rapidity". A copy of this article is reproduced below.

Bert Neville, in a secondary compilation of steamboats on the Flint and connecting rivers, cites the steamboat *Edwin Forest* as built at the "Old Agency, Ga." in 1838 (Neville 1961:38). The Old Agency refers to the former Creek Agency, which was located in Crawford and Taylor counties, Georgia. By the 1830s the Creek Agency was no longer functioning at this location, although a settlement known as Francisville was located in the same general geographic location. Neville does not provide the specific primary reference for his information, although he provides a general list of references, which includes, *Merchant Steam Vessels of the United States*, by William M. Lytle.

ty is pronounced, by competent judges, superior to that of most of the imported Rhenish wines.

STEAMBOAT EDWIN FORRESTER.—This is the name given to a new steamboat built on the Flint river, and intended to ply on that river and the Chatahoochee. She is one of a fleet of boats, of light draft, and peculiar construction, intended for the towing of barges at low stages of the water, when other boats are compelled to lie by. She has six boilers and two engines, of twenty horse power each, is ninety-three feet in length, and seventeen wide, and draws but two feet water; and has sufficient power to tow two barges fully loaded. She has but one wheel, which is in the stern; she is easily managed, and moves with rapidity.

Figure 4. Steamboat Edwin Forrest (The Plain Dealer 1836:12).

Georgia Legislature

1842 An Act to Appropriate a Sum of Money to Remove Obstructions to, and Improve the Navigation of Flint River, and to Provide for the Application and Disbursement of the Same. *Acts of the General Assembly of the State of Georgia...1836*. Digital Library of Georgia, University of Georgia Libraries, Athens.

Notes: This state legislation appropriated funds for navigation improvements on the Flint River between Bainbridge, Georgia and the old agency in Crawford County, Georgia.

1842

Augusta Chronicle

1842 *Augusta Chronicle*, October 4, 1842, p.2.

Notes: This anonymous letter written from Albany, Georgia to the editor of the *Augusta Chronicle* newspaper in Augusta, Georgia noted, “Albany is situated in Baker county, and at the head of steamboat navigation on the Flint River”. The letter discussed the economic advantages of Albany as a transshipment point to other parts of Georgia.

1845

Cobb, Thomas R.R.

1845 “Pam. 119”. *A Digest of the Statute Laws of Georgia, Volume 1:431*.

Notes: The Flint River Steamboat Company was incorporated by the Georgia Legislature in 1845.

Plain Dealer

1845 Steamer *Viola* Sunk. *Plain Dealer*, April 18, 1845, p.3.

Notes: This news story relates information from a letter from a friend in Georgia mentioning, “the sinking of the steamer *Viola* on the Flint River, with 200 bales of Cotton on board. The boat struck the ‘Tea Table Rock,’ and is a total loss”. The history of Dougherty County noted that the *Viola* was commanded by Captain Van Vecton (Thronateeska Chapter, Daughters of the American Revolution 1978:31-32). The approximate location of the steamer *Viola* wreck site is shown on an 1873 United States Army Engineers navigation improvement chart, shown below. The geographic coordinates for it are very approximate at Lat-Lon: N 31.51843 W 84.14405. It is unclear; however, whether the wreck plotted in 1873 on the U.S. Army Engineer’s chart is that of the steamer *Viola* or the steamboat *Florence*, which wrecked in the same general vicinity later the same year (December 17, 1845; See following entries). The place name, Tea Table Rock, was renamed *Viola Bend*, following the wreck of that steamboat.

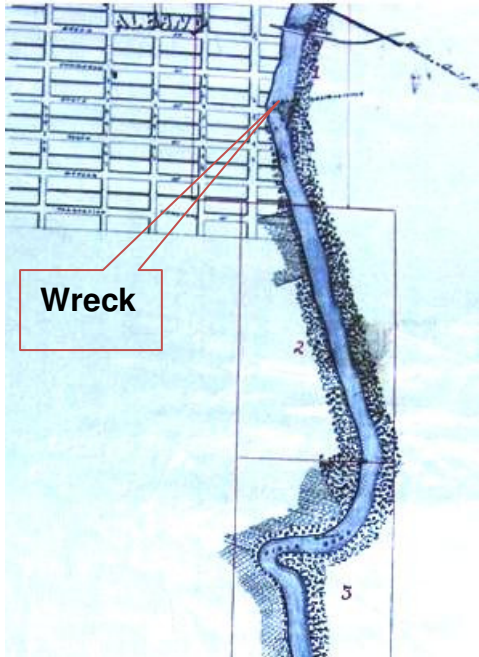


Figure 5. U.S. Army Engineers Navigation Improvement Chart Index Sheet, Made in 1873, Showing Viola Bend and a Wreck (Steamer Florence, as indicated by call-out box) on Sheet 3, Below Albany, Georgia.

Augusta Chronicle

1845 *Augusta Chronicle*, November 21, 1845, p.2

Notes: This news article repeats information provided by the correspondent of the *Chronicle & Sentinel*, dated November 18, 1845. It noted the introduction of a bill to the State Legislature to “incorporate the Flint river Steamboat Company”. A similar news article was repeated in the November 25, 1845 edition of the *Macon Weekly Telegraph*, page 2.

Times-Picayune

1845 Steamboat Disaster—Loss of the Florence. *Times-Picayune*, December 26, 1845, p.2.

Notes: This New Orleans news story related information from the *Muscogee Democrat* newspaper telling that, “the

steamer *Florence*, which left Albany, Ga., on the 17th inst., was sunk within about a mile of that place. On rounding the bend, she was run upon a jutting rock, in consequence of the neglect of the engineer, Samuel Hill, to obey the bell for backing water. The boat, which was owned by Col. Robert Floyd, of Apalachicola, was not insured. Her load consisted of 345 bales of cotton, all insured. The Flint River is said to be in excellent boating order”. As noted for the previous entry concerning the wreck of the steamer *Viola*, the geographic coordinates for the wreck sites of these two steamers are very approximate at Lat-Lon: N 31.51843 W 84.14405.

The *Southern Patriot* newspaper in Albany, Georgia also covered the story of the sinking of the steamer *Florence* in their December 23, 1845 issue on Page 2. This article is included as Exhibit 14A.

1846

Evans, Tadd

1996 *Albany Georgia Newspaper Clippings 1845-1874. Three Volumes.* Tadd Evans, Milledgeville, Georgia. Copy on file, Georgia Room, Hargrett Rare Book and Manuscript Library, University of Georgia, Athens.

Notes: This three volume compilation of newspaper extracts from the Albany newspapers covering the period from 1845-1874 was completely reviewed for the present study. As time allowed the original microfilm versions of selected newspaper articles, which were contained in the Georgia Newspaper Collection at the University of Georgia Library, were examined. In several cases, however, the original copies of the newspapers were not located in that collection.

In Volume 1 of Evans' clipping abstracts he cites the February 25, 1846 edition of the Albany paper, which included a notice of a Baker County Sheriff's Sale for the steamer *Florence*. As noted above in the previous exhibit, however, the steamer *Florence* wrecked in the Flint River two months prior, so this sheriff's sale may have been for salvage rights to the wreckage. The add stated, "The steamer *Florence*...levied on as the property of Robert J. Floyd, to satisfy executions or fi fas in favor of William K. Moore...(signed) George W. Collier, D. sheriff".

1847

Evans, Tadd

1996 *Albany Georgia Newspaper Clippings 1845-1874. Three Volumes.*
Tadd Evans, Milledgeville, Georgia.
Copy on file, Georgia Room, Hargrett Rare Book and Manuscript Library, University of Georgia, Athens.

Notes: Volume 1 of Evans' compilation contains an extract from the December 29, 1847 edition of the Albany newspaper, which was a notice of a Baker County Sheriff's Sale of the steamer *Southerner*. The notice stated, "The steamer '*Southerner*'...levied on as the property of James W. Gaylord, to satisfy executions or fi fas in favor of James H. Fields". Mueller (1990:95) noted that the steamer *Southerner*, "a 180 ton paddle-wheeled vessel built in 1847 in Apalachicola", was snagged on the Chattahoochee river in February, 1851.

1848

Georgia Supreme Court

1849 *Elijah Butts and Others, v. Ralph S. Cuthbertson. Reports of Cases*

in Law and Equity Argued....Georgia Supreme Court, pp. 159-166. [Google Books].

Notes: This Georgia Supreme Court case involved the steamer *Magnolia*, which encountered difficulties while conducting river commerce on the Flint River in Baker County, Georgia. The court opinion, written on July 5, 1848 by Supreme Court Justice Lott Warren noted, "said boat discharged her freight and laid up at or near Rope Work Shoals, on said Flint River, in the said County of Baker". The case included the sworn testimony of the steamer *Magnolia*'s captain, Albert G. Butts.

Jack F. Cox (1983:14) noted in his history of Sumter County, Georgia that the steamer *Magnolia* made its maiden voyage up the river to Danville, Georgia and that it was wrecked on its second voyage up the Flint River. Based on his research of early local newspapers, Cox described the important commercial connection between the town of Danville and the steamer *Magnolia*, "So, seeing the necessity of doing something they called a meeting of the planters and decided on building a steamer. They formed a company and opened a subscription and soon got the money enough to build a little boat which was named the '*Magnolia*.' It was built by James Butts of Macon and when finished it was floated down the river to Apalachicola to have the machinery put in. With the experienced engineer and pilot to steer her, the '*Magnolia*' made her first trip, bringing a cargo of salt, sugar, rice, coffee, and other articles of merchandise to Danville. On the second trip under Capt. A.C. Butts of Macon, she lodged on the shouls [sic, shoals] near Adams Creek, just above Albany, where she lay for eighteen months

before there was a rise in the river to get her off. While lying there she was sold to Elijah Butts of Dooly County who sent her around to Savannah and resold her. From that time Danville began to decline. And now there is not a site left to mark the spot where the proud little town once stood”.

Evans, Tadd

1996 *Albany Georgia Newspaper Clippings 1845-1874. Three Volumes.* Tadd Evans, Milledgeville, Georgia. Copy on file, Georgia Room, Hargrett Rare Book and Manuscript Library, University of Georgia, Athens.

Notes: Tadd Evans noted in his clippings from Albany newspapers that the August 5, 1848 edition contained a notice of a Baker County Sheriff’s Sale for the steamboat Magnolia. The notice stated, “The steamboat *Magnolia*...levied on as the property of the owners, to satisfy executions or fi fas in favor of Ralph Cuthbertson. (signed) James G. Johnston, D. Sheriff”. The original newspaper article was not located by the present research effort.

1853

United States. War Department
1853 Appendix QQ. II. Report on the Flint River, Georgia. *Report of the Secretary of War.* Government Printing Office, Washington, D.C.

Note: This lengthy official report by the Secretary of War includes contributions from U.S. Army Engineers regarding navigation improvements and conditions on the Flint River (Appendix QQ). It includes a published version of Chase’s 1852 manuscript map (Chase 1852, See citation below), as well as a list of shoals, islands and other river features in the Flint River. Among these is, “42. Hell Gate”, where 112 rocks were

scheduled to be removed. Hell Gate was listed between Sycamore shoals and Bull-pen shoal (United States War Department 1853:505).

Chase, William H.

1852 Map of a Part of Georgia Embracing Portions of the Flint and Chattahoochee Rivers. Sent to Engineer Department with Report of July 4th 1853. Oversized Manuscript Map. NARA Cartographic Unit, Suitland, Maryland.

[Ibid] *Perilous Journeys...* Mueller
1990:96

Notes: Mueller (1990:96) noted that the steamer *Albany*, “had been built at Albany, Georgia and was of 168 tons”, and he further noted that on October 9, 1852, the *Albany* was “totally wrecked” by a storm at Apalachicola, Florida. Mueller does not provide the primary source for this information about the steamer *Albany*. His secondary information tells us that the steamer *Albany* traveled on the Flint River between Albany, Georgia and Apalachicola, Florida prior to October, 1852.

1857

Evans, Tadd

1996 Sheriff’s Sale. *Albany Newspaper Clippings 1845-1874*, p.217. Tadd Evans, Milledgeville, Georgia. Georgia Room, Hargrett Rare Book and Manuscript Library, University of Georgia, Athens.

Notes: Evans provides a summary of a pending Sheriff’s Sale in Dougherty County to be held, “on the first Tuesday in October next”, which included, “One flat boat...levied on as the property of

E.P. Rawson, to satisfy executions of fi fas in favor of David Holliburton; William P. Jennings and Robert Lunday, security. (signed) S. Atkinson, D. Sheriff'. The size and dimensions of the flatboat are not specified, but the sale demonstrates that flatboats were operating on the Flint River in Dougherty County in 1857 and earlier.

1862

Swayze, J.C., compiler

1862 *Hill & Swayze's Confederate States Rail-Road & Steam-Boat Guide, Containing the Time-Tables, Fares, Connections and Distances on all the Rail-Roads of the Confederate States; also, the Connecting Lines of Rail-Roads, Steam-Boats and Stages. And Will Be Accompanied by a Complete Guide to the Principal Hotels, with a Large Variety of Valuable Information, Collected, Compiled and Arranged by J. C. Swayze: Electronic Edition. Documenting the American South.*

Notes: On Page 56 of Swayze's Guide is a list of schedules of railroads and steamboats. Under the heading for Albany, the steamboat guided noted, "Steamboats navigate the river to this point".

1864

United States. Naval War Records Office

1906 Report of Captain Newton, U.S. Engineers, Regarding Depth of Water in the Chattahooche, Apalachicola, and Other Rivers. *Official records of the Union and Confederate Navies in the War of the Rebellion; Series I - Volume 21: West Gulf Blockading Squadron (January 1, 1864 - December 31, 1864):* p. 688. Government Printing Office, Washington, D.C.

Notes: Captain E. H. Newton, Engineer in Charge, wrote this report on October

17, 1864 from his office at Barrancas, Florida. In it, he wrote: "On the bar at the mouth of the Flint River there is never less than 4 feet, which may always be carried up to Albany; 9 feet may be carried to Bainbridge now and 7 feet 8 inches to Albany. At both Columbus and Albany are a series of falls that are impassable for everything, and above there they occur so frequently as to render navigation impossible".

1865

United States. Naval War Records Office

1903 Report of Brigadier-General Asboth, U.S. Army, regarding the occupation of Apalachicola, Fla. *Official records of the Union and Confederate Navies in the War of the Rebellion. ; Series I - Volume 17: Gulf Blockading Squadron (December 16, 1861 - February 21, 1862); East Gulf Blockading Squadron (December 22, 1862 - July 17, 1865):* pp. 856-857. Government Printing Office, Washington, D.C.

Notes: This report by Brigadier General Asboth was written from Headquarters District of West Florida at Barrancas, Florida on June 6, 1865. It concerns mostly the U.S. Navy activity at Apalachicola, although Asboth makes these comments concerning the upper Flint River, "I have also requested...that all the naval property taken from Pensacola navy yard by S.Z. Gonzales, late naval storekeeper under the Federal as well as the rebel Government, to Morino's Plantation, near Albany, Ga., to be shipped down the Flint River to Apalachicola, with the view of having it returned to the proper naval authorities". The location of Morino's Plantation was not determined by the present study.

1866

Columbus Daily Enquirer

1866 A Steamboat for Flint River.
Columbus Daily Enquirer, July 1, 1866,
p.3.

Notes: This news article repeated a story that had appeared earlier in the *Eufaula News* regarding the ongoing construction in Columbus, Georgia of a steamboat intended for plying the Flint and Chattahoochee Rivers. The article quoted the boat's Captain Dan Fry, who stated, "She will run the Flint river principally". The reporter described the vessel as, "120 foot keel, 22 foot floor, four foot hold, and will be able to run on fourteen inches of water". The steamboat's name was not provided in the news article.

Macon Telegraph

1866 Steamboat Sunk. *Macon Telegraph*, March 5, 1866, p.6.

Notes: This news article related a story published in the *Albany Patriot* telling of the sinking of the steamer *White Rose*, which sank at Cheever's Landing on the Flint River. The reporter stated that the steamboat "struck a rock and [was] broken in two. She had one hundred passengers and seven hundred bales of cotton aboard. The former were all saved."

Cheevertown is a dead town that was located approximately 21 miles below Newton, Georgia (United States. War Department 1873:719). The wreckage of the steamer *White Rose* was located and recorded as an archaeological site in 2000 [See following discussion].

Elliott, Rita Folse

2000 Site 9BX84 Georgia Site
Form. Georgia Archaeological Site File,

Laboratory of Archaeology, Department
of Anthropology, University of
Georgia, Athens.

Notes: Archaeological confirmation of the steamer *White Rose* was gathered by historical archaeologist Rita Folse Elliott and her colleagues with Southern Research Historic Preservation Consultants, a cultural resource management firm based in Ellerslie, Georgia, during an archaeological survey of a portion of the Flint River for the Joseph W. Jones Ecological Center. The shipwreck site was recorded in the Georgia Archaeological Site File as site 9BX84 in Baker County, Georgia (R. Elliott 2001:113-115, Figures 73 and 74).

This exhibit is an official archaeological site form that registers the wreckage reported by Rita Folse Elliott (see previous entry) for the steamboat *White Rose*. Geographic coordinates for the wreck are provided on the form, as well as a topographic map showing its location. The Lat-Lon coordinates for the wreck are: 31.17995N, 84.44888W, or UTM, Zone 16 (NAD 27), E743129, N3452164. The steamer *White Rose* wrecked at a place then known as Cheever's Landing, which was associated with Cheevers Town, a dead town in Baker County. Several 19th century maps show the location of Cheevers Town, as does one of the detailed navigation improvement charts drafted by U.S. Army Engineers in 1873.

Elliott, Rita Folsie

2001 *Tributaries to the Past: 10,000 Years of Riverine Use at Ichauway as Recorded by Archaeological Reconnaissance.* Southern Research, Ellerslie, Georgia. Submitted to Joseph W. Jones Ecological Center, Newton, Georgia.

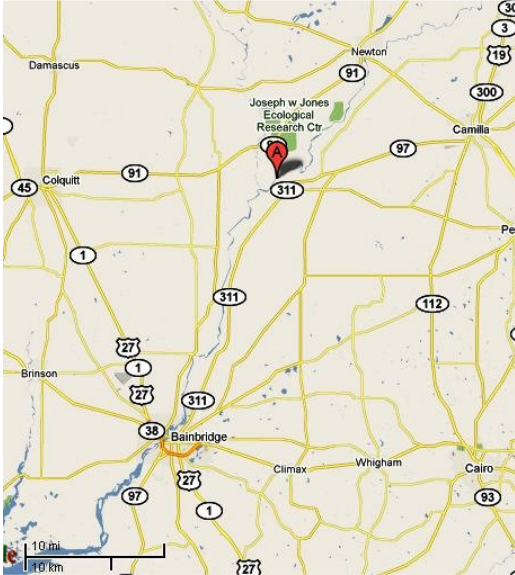


Figure 6. Map Showing Location of Site 9BX84, Steamboat Wreck.

1868

Macon Weekly Telegraph

1868a Navigation on the Flint. *Macon Weekly Telegraph*, October 23, 1868, p.6.

Notes: This Macon news article relates information about the steamer *Jackson* in a letter written on October 14 from Newton, Baker County which stated, "The Flint River is very high. The steamer *Jackson*, Captain Dan Fry, made her first trip to Albany to-day. She will take down a pretty full cargo of cotton to Bainbridge.---Fifty bales are awaiting at this place".

Macon Weekly Telegraph

1868b Steamer *New Jackson*, with 500 Bales of Cotton, Sunk. *Macon Weekly Telegraph*, November 6, 1868, p.6.

Notes: This news article relates a dispatch by Captain Dan Fry via the *Columbus Sun* newspaper announcing the sinking of the steamer *New Jackson*, "with 500 bales of cotton on board, sunk in Flint River, five miles below Newton, at 2 o'clock on Tuesday afternoon". The steamer was piloted by Mr. Robert Thompson. The cotton was loaded in Newton and Albany and was destined for the Atlantic and Gulf Railroad in Bainbridge. The wreck occurred in the vicinity of Hell's Gate. Captain Fry noted that the steamer *C.D. Fry*, "left yesterday for the wreck", in an attempt to salvage the cotton and other items. The *New Jackson* was built in 1866 and belonged to the Barnett Line. Captain Fry concluded, "The [steamer] *Barnett*, under charge of Capt. Abe Fry, immediately takes her place, and makes regular trips". Mueller (1990:130-131) noted that the steamer *New Jackson* was working the Chattahoochee River in 1877, which may indicate that the vessel that wrecked on the Flint River in 1868 was refloated and returned to service.

Macon Weekly Telegraph

1868c Columbus Items. *Macon Weekly Telegraph*, November 6, 1868, p.8.

Notes: Another news article in the same issue of the Macon paper noted that all but 134 cotton bales from the steamer *New Jackson* had been saved and that "A diver with his apparatus was immediately sent from Savannah and the boat was probably raised yesterday". That optimism was premature, however,

as the steamer *New Jackson* remained sunk on September 10, 1869, when salvage efforts were still underway (*Macon Weekly Telegraph* 1869). By 1877, however, the steamer *New Jackson* was back in operation with Apalachicola as its home port [See exhibit for 1877 below].

1869

The Argus

1869 River News. *The Argus*,
January 23, 1869.

Notes: This short news article noted the recent high-water navigation made travel to Albany feasible. It also noted that the steamer *Jackson* had sunk and was abandoned below Newton, Georgia.

1873

Hodges, Henry K, and Holmes A.
Pattison

1873 Flint River Survey Index Map
from Albany to Newton. Cartographic
Unit, NARA, Suitland, Maryland.

Notes: This is a detailed, oversized manuscript navigation chart prepared by Hodges and Pattison, which accompanied a report to the U.S. Army, Chief of Engineers on September 6, 1873. Sheet 3 of this chart depicts a “Wreck” near the north bank of Viola Bend, a few miles downstream from Albany, Georgia.

Sheet 38 shows the town of Newton, Georgia and a “R.R. Embankment” on the eastern side of the Flint River. The railroad does not continue on the opposite bank. Sheet 97 shows Fort Scott, which is downstream from Bainbridge and beyond the present study area. Fort Scott has relevance to the study, however, since it was the

destination of much of the U.S. Army river navigation prior to 1820.

A detailed view of the section of the Flint River at the upper end of Goat Island, which shows an area of shoals containing the notation, “St’r Flint Wrecked”, which likely is an abbreviation for “Steamer *Flint* Wrecked”. A portion of this manuscript chart is reproduced below.



Figure 7. Detailed View of Flint River at the Head of Goat Island, Including Wreckage of the Steamer *Flint*, As Observed in 1873.

The approximate location of the wreckage of the steamer *Flint*, as revealed by a modern topographic map shown below is at Lat-Lon: N 31.44882 W 84.14580. This location is in southeastern Dougherty County, Georgia. No archaeological sites are presently recorded in this vicinity.

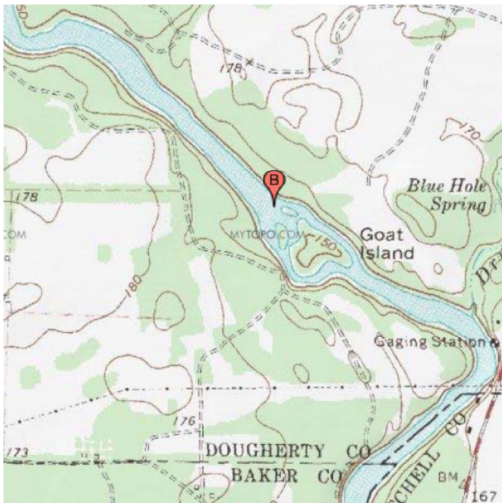


Figure 8. Modern Topographic Map Showing the Approximate Location of Steamer Flint Wreckage, Indicated by "B".

Sheet 48 shows the section of the Flint River at Rope Works Shoal and Bull's Slough. As noted earlier in the report, the steamer *Magnolia* was grounded at Rope Works Shoal on the Flint River. While the precise location of the wreck is unspecified the general location of Rope Works Shoal, also known as Rope Walk Shoal, is known.

The U.S.G.S. GNIS Database contains geographic coordinates for Hell Gate Shoals on the Flint River in Baker County. This location is plotted on a series of modern maps on the following pages.

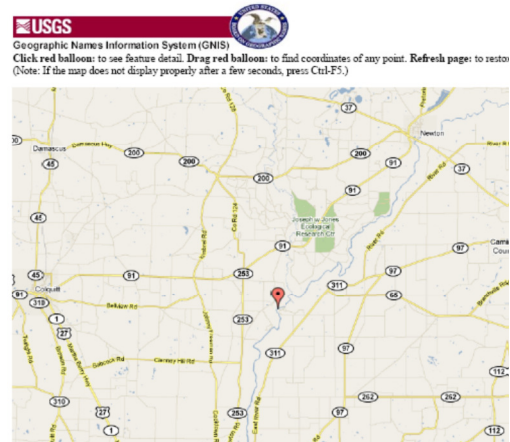


Figure 9. Modern Location of Hell Gate Shoals (Shown by Red Balloon) from U.S.G.S., GNIS Database.

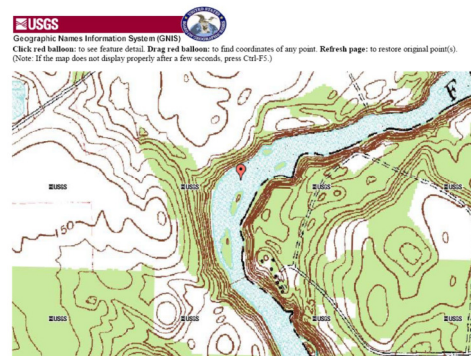


Figure 10. U.S.G.S. Topographic Quadrangle Sheet, Showing Location of Hell Gate Shoals (Indicated by Red Balloon).

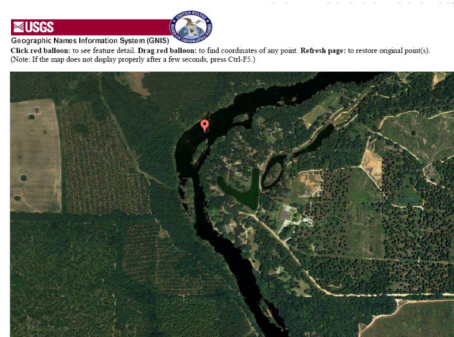


Figure 11. Modern Aerial Showing Location of Hell Gate Shoals (Indicated by Red Balloon).

United States. War Department

1873 Examination and Survey of Flint River from Albany, Georgia to Chattahooche, Florida. *Report of the*

Secretary of War, pp. 707-721.
Government Printing Office,
Washington, D.C.

Notes: This official U.S. Army Engineer's report describes survey work in 1872 and 1873 by U.S. Army Corps of Engineers to improve the navigation of the Flint River from its mouth upstream to Albany, Georgia. In the report on Page 714, the engineers Hodge and Pattison identified two wrecks at Viola Bend, south of Albany, which were the steamer *Viola* and the steamer *Florence*. The *Viola*, which lends its name to the bend, was gotten off but the wreckage of the *Florence* was visible at the time of their 1873 survey and was plotted on their navigation improvement charts.

On Page 714, Hodge and Pattison describe the conditions at Goat Island, which was 10.75 miles below Albany, where they noted, "The steamer *Flint* was wrecked on this point several years ago and fragments of the wreck are still visible". The wreckage of the steamer *Flint* is shown on their navigation improvement charts, which were discussed earlier in the previous entry.

On Page 717, Hodge and Pattison describe the conditions at Rope Walk Shoals, 7.5 miles below Newton, Georgia, where the steamboat *Magnolia* was "laid up" in 1847-1848, as reported elsewhere [See also above discussion of Sheet No. 48, Flint River Survey, Rope Work Shoals & Bulls' Slough].

1874

Jackson, Henry

1874 State Supreme Court.
Decisions Rendered in Atlanta, Ga.,
October 29, 1874. *Atlanta Constitution*,
October 8, 1874, p.2.

Notes: Henry Jackson summarizes the results of the Georgia Supreme Court Case of "Barnett Line of Steamers vs. Blackmar & Chandler. Assumpsit, from Muscogee". The article mentions one steamer that plied the Flint River in the study section, the steamboat *Barnett*. The steamer *Jackson* is also mentioned. A later steamboat in the Barnett Line, the steamboat *New Jackson*, navigated on the Flint River, where it was wrecked in 1868, repaired and operated as late as 1877 [See entries for 1868 and 1877]. The Flint River is mentioned briefly in the article, although the full court records may contain more details about the steamboat travel on the Flint River.

1877

United States. Department of Treasury.
Bureau of Statistics

1877 *List of Merchant Vessels of the United States*. Government Printing Office, Washington, D.C.

Notes: This official United States list of merchant vessels operating in the United States covers the period from the fiscal years ending June 30, 1876 to June 30, 1877. It provides vessel names and home ports, as well as other vital information including vessel type, horsepower, and tonnage. No vessels are listed with home ports in Georgia for the Flint or Chattahoochee rivers. Six steamers are listed with Apalachicolas, Florida as their home port and these include the steamers: *Ella*, *J.A. Farley* (wrecked), *New Jackson*, *Shamrock*, and *Spray*. Of these, the steamer *New*

Jackson was known to ply the waters of the Flint River. It was listed as entry Number 18004 on Page 336, as having 123 horsepower, and 261.15 tonnage. The steamer *New Jackson* wrecked on the middle Flint River in 1868 but was apparently returned to commercial service by 1876-1877 [See exhibits for 1868 described previously].

1878

United States. War Department

1878 Flint River. Improvement of Chattahoochee and Flint Rivers, Georgia. *Annual Report of the Secretary of War*, pp. 591-593. Government Printing Office, Washington, D.C.

Notes: This official U.S. Army report contains information on Flint River improvements completed in 1878. Most effort was downstream from Bainbridge, although the noted intent was, “To extending this improvement to river between Bainbridge and Albany, as far as the appropriation will permit”.

1879

Macon Weekly Telegraph

1879 Cleaning Out Flint. *Macon Weekly Telegraph*, January 7, 1879, p.6.

Notes: This Macon newspaper reported on the progress of U.S. Army engineers in making navigation improvements on the Flint River. The writer noted, “The surveying party report the only serious obstacle in the way between Albany and Montezuma is ‘Hell Gate,’ just below ‘Hog Craw.’ The reference to “Hog Craw” is probably “Hog Crawl”, which is creek that enters into the Flint River in Macon County, Georgia.

United States. War Department

1879 Appendix J5. Improvements of the Flint River, Georgia. Report of the Chief of Engineers. Annual Report of , pp.817-822.

Notes: This official report on the U.S. Army Corps of Engineers navigation improvements on the Flint River for the year 1879. The author of the report on the Flint River work, Captain A.N. Damrell noted, “There is at present virtually no commerce above Bainbridge, Ga., only one steamer having made the trip during the last fiscal year.” (Damrell, in United States War Department 1879:818).

1880

Columbus Daily Enquirer

1880 Albany News. Georgia News. *Columbus Daily Enquirer*, August 3, 1880, p.3.

Notes: News from Albany began, “We have been informed by unquestionable authority that steps are now being made to procure a steamboat for Flint river for the purpose of carrying on trade between Albany, Bainbridge, Apalachicola and other points along the route”.

1881

Columbus Daily Enquirer

1881 Georgia News. *Columbus Daily Enquirer*, August 3, 1881, p.3.

Notes: The Columbus newspaper related a story from the *Albany News*, which was an interview with Capt. Sutton, who stated that, “he expects to take the steamer Newton of the upper Flint as soon as the water rises so that he can get down to Bainbridge with it. He will run between Bainbridge and Apalachicola until winter, when if, any

inducements are offered, he will return to Albany”.

Columbus Daily Enquirer

1881 Steamer Newton Sunk.
Columbus Daily Enquirer, November 23, 1881, p.4.

Notes: This news article relates information from a “private letter” about the sinking of the steamer *Newton*, “a small craft that plies on the Flint river between Albany and Bainbridge”. The *Newton* was sunk, “a few miles below the former city [Albany]. It is thought she must have struck a rock in the shoals near Blue Spring. The *Newton* was built in January last especially for the upper Flint. She was about fifty feet in length, and altogether a very nice little steamer”.

Apparently the steamer *Newton* was recovered and continued in service until it sank on October, 1883, as noted two years later in the *Atlanta Constitution*, October 14, 1883, p.5.

1883

Atlanta Constitution

1883 Bainbridge, Georgia. A Steamer Sinks. *Atlanta Constitution*, October 14, 1883, p.5.

Notes: The aforementioned steamer *Newton*, as reported to the *Atlanta Constitution*, to have sunk on Monday night, October, 1883. The article stated: “The steamer *Newton* went down at the railroad wharf Monday nigh[t] with eighty barrels of rosin and turpentine belonging to J.W. Bryant. The cargo will be saved. Cause old age. Boat a total loss”. Thus, the steamer *Newton* sank twice during its history on the Flint River and its final sinking was at the railroad wharf in Bainbridge, Georgia.

Atlanta Constitution

1883 *Atlanta Constitution*, October 24, 1883, p.2.

Notes: The Atlanta newspaper related an Albany, Georgia news story from the *Bainbridge Democrat* that noted, “the owners of the late steamer *Newton*, indicate that Flint river will soon have another and far better boat than the *Newton* ever was”.

1884

Bainbridge Democrat

1884a New Arrival on River Ida Stockton. *Bainbridge Democrat*, September 11, 1884.

Notes: This short news article from Bainbridge announced the arrival of the steamboat *Ida Stockton* on the Flint River, which was to begin semi-weekly trips from Chattahoochee, Florida to Newton, Georgia.

Bainbridge Democrat

1884b Apalachicola Mail Line! Fast Mail Str, “O.M. Lovell”. *Bainbridge Democrat*, September 25, 1884.

Notes: This is an advertisement for mail service provided by the steamer *O.M. Lovell*. The steamer *O.M. Lovell* was commanded by J.M. Andrews, Junior Master. The advertisement stated, “Until further notice, will leave Bainbridge Tuesdays and Fridays at 1 p.m. Chattahoochee, Tuesdays and Fridays at 6 p.m., arriving at Apalachicola on Wednesdays and Saturdays at 8 a.m. Leaves Apalachicola on Wednesdays and Saturdays at 6 p.m., arriving at Chattahoochee on Thursdays and Sundays at 9 a.m., Bainbridge 6 p.m. Leaves Bainbridge for Chevertown on Mondays at 8 a.m., returning at 6 p.m. Passenger rates same as on the regular Independent Line Steamers. For Passenger and Freight Rates apply to

J.M. Humphries, Ag't. Bainbridge, Georgia. Office at Butts, Drug Store". The portion of this route from Bainbridge to Cheevertown and the return trip are within the middle Flint River portion of the study area. This advertisement demonstrates that regular U.S. mail and passenger service were provided by steamer on the Flint River. This activity constitutes river commerce and demonstrates that the segment of the river between Bainbridge and Cheevertown was navigated in 1884. Cheevertown is a dead town located on the west bank of the Flint River in Baker County. The town is shown on an 1873 navigation improvement chart, drafted by the U.S. Army Corps of Engineers (See previous entry for 1873). It is located in the general vicinity of the wreckage of the steamer *White Rose*, which sank near Cheevers Landing in 1866. The archaeological remains of Cheevertown, which would be in southeastern Baker County, have not been delineated.

The steamer *O.M. Lovell's* history as a mail delivery vessel was short-lived. Mueller (1990:162). She was hung on a snag in Mocassin Slough and sank in early November, 1884. She was later refloated, repaired and renamed the steamer *William D. Ellis*. The mail service from Bainbridge to Cheevertown by the steamer *O.M. Lovell* lasted less than two months.



Figure 12. Advertisement in 1884 for U.S. Mail and Passenger Steamboat Service aboard the O.M. Lovell, Including the Route from Bainbridge to Cheevertown.

1885

Atlanta Constitution

1885 Through the State. Some News Notes of Interest Throughout Georgia. Launching of the Montezuma is New Boat for Flint River. *Atlanta Constitution*, December 20, 1885, p. 741.

Notes: This special news story, dateline December 19, Montezuma, Georgia, announced the launch of a new steamboat on the Flint River. It stated: "The launching of our steamboat, which is to run from here to Warwick, in Worth county, on Flint river, was witnessed by over fifteen hundred people, coming from all sections of the country and it was most successfully accomplished. Our brass band furnished delightful music, and our townsman, James M. DuPree, delivered an appropriate address, which was well received by the large and enthusiastic crowd. The name of the steamer is 'The *Montezuma*.' The

necessary machinery for the completion of the boat has arrived, which will be put in at once and the trial trip down the Flint will be made early in January”.

1886

Bainbridge Weekly Democrat

1886a The Montezuma. *Bainbridge Weekly Democrat*, February 4, 1886, p.4.

Notes: This news article announced that Captain J.E. Morgan had just built a boat at Montezuma and had made a trip down the river to Warwick, Georgia. The article stated: “The *Montezuma* is the name of a handsome and substantial stern wheel Steamboat recently completed and christened by the people of Montezuma, on Flint river, and which will be operated in the interest of that enterprising town. The *Montezuma* made her first trip last week running down the Flint one hundred miles to Warwick, Worth county; but the river being uncleared of obstructions and entirely new to the pilot, the trip was slow and tedious. She was comfortably full of passengers and had a small cargo of guano, and on the return trip carried back a lot of cotton and miscellaneous freight. The Boat is built of first class material with a view so [sic, to] shallow water requirements and will no doubt soon build up a paying business in the upper Flint region. The *Montezuma* is 110 feet long, 21 feet wide, of fine material throughout, has fine machinery, and has a bearing capacity of 155 tons burthen. She is commanded and piloted by Capt. J.E. Morgan, late of this city, an officer fully competent and trustworthy and one who will do as much to make the enterprise a success as any man the stockholders could secure. We hope to see the *Montezuma* at Bainbridge some

of these odd—come-shorts [obsolete phrase].”

Montezuma is located in Macon County, Georgia. The approximate geographic location of Montezuma’s waterfront is at Lat-Lon: N 32.30839 W 84.03623. Warwick is located in Worth County, Georgia. The approximate geographic location of Warwick’s waterfront is at Lat-Lon: N 31.84563 W 83.92885.

Bainbridge Weekly Democrat

1886b Local Affairs. Clearing The Flint. *Bainbridge Weekly Democrat*, February 24, 1886, p.2.

Notes: This news story about clearing navigation obstructions on the middle Flint River was originally posted in the *Montezuma Record* and reprinted in the Bainbridge newspaper. The article laments the slow pace of removal of various navigation obstructions, such as rocks and logs, and it identified this issue as one of vital importance to the “Montezuma Steamboat Company”.

1887

Bainbridge Democrat

1887 *Bainbridge Democrat*, January 13, 1887, p.3.

Notes: This short news article noted that Captain Wilson met with the Albany Board of Trade and agreed, “to bring his boat, the ‘*Ada*’ from Montezuma or Warwick and work down the river from Albany”. The steamboat *Ada* is likely the same vessel as the steamer *Aida* cited elsewhere in this report.

1888

Macon Telegraph

1888a Albany. Georgia News. *Macon Telegraph*, September 2, 1888, p.3.

Notes: This Macon newspaper related the news from Albany, Georgia, dated September 1, which included this reference to the steamer *Ruby*: “The little steamer Ruby, Capt. Mroezkowski of Bainbridge, has commenced plying the waters of the Flint river between that city and Albany. She made her first trip yesterday, arriving here in the afternoon laden [sic, laden] with cotton from Newton and Davis’ landings.

Macon Daily Telegraph

1888b Events in Georgia. Flint River Now Navigable to Albany. *Macon Daily Telegraph*, November 22, 1888, p.6.

Notes: This Macon newspaper article, written from Albany, Georgia, proclaimed, “Flint River Now Navigable to Albany”. It related an interview with Thomas Robinson, “United States assistant engineer in charge of Flint river improvements”, who stated that, “the river is practically open from Albany to Chattahoochee for light draught boats. A steamboat such as the *Aid*, which has occasionally navigated the river to this point, he considers just the right shape, being long and narrow, of good capacity but of shallow draught”. The reporter further noted that “Only one boat is now at work between this place [Albany, Georgia] and Newton, but others will be put on, to be built by contract in the spring”, and he added, “There is no boat now plying the Flint River between Albany and points below, but one is needed”. The steamboat *Aid* may be the same vessel as the steamboat *Ada*, which was built in Montezuma, Georgia, upstream from Albany, Georgia.

1889

Columbus Daily Enquirer

1889 Steamboat Sinks. The Steamboat Montezuma Sinks in Flint River, Near Montezuma. *Columbus Daily Enquirer*, February 14, 1889, p.2.

Notes: This newspaper article announced the sinking of the steamer *Montezuma*, which sank in the Flint River about 12 miles below Montezuma, Georgia. The reported noted, “The steamer *Montezuma*, which navigates the Flint River between Montezuma and Warwick, sank at 7 o’clock last night about twelve miles below Montezuma”. The reported further noted, “The cargo consisted of 100 tons of guano, 10,000 pounds of bulk meat, several thousand pounds of flour, dry goods and groceries, valued at \$20,000—a total loss”. The vessel, which had been in operation for three years, was commanded by Captain Hathaway and it was owned by John F. Lewis & Son.

Macon Telegraph

1889 Wreck of the Montezuma. A Flint River Steamer Sinks—Cargo and Boat a Total Loss. *Macon Telegraph*, February 14, 1889.

Notes: This Macon newspaper article brought news of the wreck of the steamer *Montezuma*, about 12 miles below Montezuma, Georgia. The steamer *Montezuma* had a cargo of about 75 tons of guano and \$1,000 worth of merchandise.

Georgia Legislature

1889 Georgia Legislative Acts. No. 549. *Acts and Resolutions of the General Assembly of the State of Georgia. 1888-9. Volume II, pp. 755-756.* W. J. Campbell, State Printers, Atlanta, Georgia.

Notes: This Georgia state law incorporated the Montezuma and Flint River Steamboat Company. The incorporation was approved on November 4, 1889.

Mitchell, W.E.

1889 The Flint River. *Atlanta Constitution*, January 20, 1889, p.12.

Notes: This Atlanta newspaper article on the Flint River was one in a series on Georgia Rivers. Mr. W.E. Mitchell provides a short history of navigation on the Flint River, as well as some details of several steamers operating in the study area. These include the steamers *Aida*, *Montezuma*, *Ruby*, and *White Rose*.

Regarding the steamer *Aida*, W.E. Mitchell noted, "Recently the firm of John F. Lewis & Sons, of Montezuma, put two boats upon the river to ply between that city and Warwick. One of the boat [sic, boats], the *Aida*, was purchased by an Albany stock company and put upon the river at this place. After a season's work or so she suddenly sunk off her dock at Bainbridge, and in raising her sometime after evidence of foul play was discovered as her hull was perforated with auger holes".

Regarding the steamer *Montezuma*, Mitchell noted, "The head of navigation is at Montezuma, over three hundred miles from where it empties into the Chattahoochee, fifty miles below Bainbridge. John F. Lewis & Son still own the boat, which plies between Montezuma and Warwick, fifty miles above Albany. The boat is called the *Montezuma*, and represents an investment of \$5,000".

Regarding the steamer *Ruby*, Mitchell stated: "A small steamer, the *Ruby*, belonging to a stock company at Bainbridge, and costing between \$2,000 and \$2,500, is the only other steamer upon the river. It is said that this little boat will run regularly after next week between Albany and Bainbridge, a distance of nearly one hundred miles by water".

Regarding the steamer *White Rose*, Mitchell noted, "One of the handsomest boats that found her way up to Albany in those days was the *White Rose*. It anchored near the foot of Broad street and a grand ball was given on board of her by the officers. Her return trip was her last, as she too fell a victim to the treacherous current of the Flint".

Mitchell also noted the use of "cotton boxes", or flatboats that were used to move cotton downstream from Albany before the steamboat era. He also noted a revival in this shipping technique at the end of the Civil War. Mitchell stated, "With the war came a cessation of the navigation of the river. After the close of the conflict quantities of cotton were in this city, and again the old style cotton boxes were resorted to. They were conducted to the gulf by Captain Steve Saucer, an old-time pilot, who knew every turn and obstruction on the river".

Regarding the navigation conditions on the Flint River, Mitchell noted, "The government has made many appropriations for dredging out the river and removing obstructions, and now the engineer in charge states that he has a channel from Bainbridge to Albany three feet deep and sixty feet wide". Mitchell further stated, "The river is safe now for boats of good draught at any season or

stage of the water between Albany to Bainbridge and Warwick and Montezuma. Between Albany and Warwick is one continuous shoal, a distance of nearly fifty miles, only navigable for light draught boats at very high water. The river is now perfectly safe from Albany to the coast...Between Newton and Bainbridge are a number of turpentine farms. The business of the river would be very large, if facilities were offered, in cedar, cotton, cotton seed, fertilizers, plantation supplies and naval stores”.

Georgia Department of Archives and History

Undated [pre-1890] Dougherty County Collection, Vanishing Georgia. Georgia Department of Archives and History, Morrow, Georgia.

An undated photograph of the steamboat *Ada* is reproduced below. It was undated but probably taken prior to its sinking in 1889. This image is from the Vanishing Georgia collection at the Georgia Department of Archives and History. It is included in the Dougherty County files, which indicates that the steamboat *Ada* served the Dougherty County segment of the Flint River.

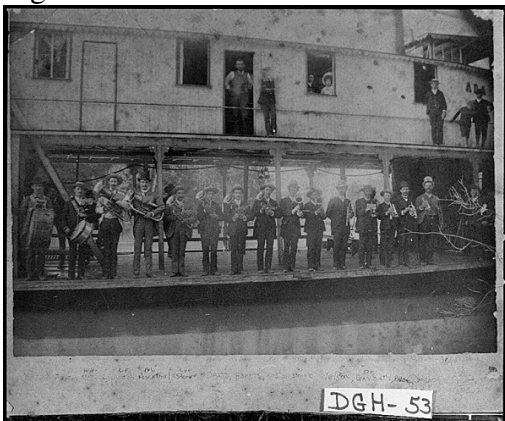


Figure 13. Steamboat Ada in Dougherty County, Prior to 1890.

1890

Atlanta Constitution

1890 The Flint River Trade. A Meeting of the Business Men of Albany. *Atlanta Constitution*, August 1, 1890, p.345.

Notes: This special news article, dateline Albany, Georgia, July 31, announced a meeting of the Albany Steamboat and Navigation Company. It noted that the company sent a committee, “to Montezuma to purchase the steamer that has been plying between Montezuma and Warwick, to ply between Albany and Bainbridge. Montezuma has given up the trade on the Flint river below Montezuma, owing to the building of the Albany and Cordele Railroad”.

1890

Atlanta Constitution

1900 The New Steamboat. Which is to Ply Along the Flint River. A Thing of Beauty. *Atlanta Constitution*, April 7, 1890, p.443.

Notes: The special news in the Atlanta newspaper from Albany, Georgia of April 6 included: “The new steamboat to be built here to ply the waters of the Flint river, from Albany southwards, will be a handsome craft. Between 100 and 110 feet in length, it will be built of comparatively light draught and of great capacity. It promises to pay from the start. Albany, Newton, Bainbridge, and the farmers along the river will likely be interested in the stock company that is building it. There are still two bad places in the river between Albany and below, known as Hell Gate and the Rope Works. At these places instead of following in nature’s rules for forming good rivers and forming a serpentine channel, the government employees with

the dredges have cut a straight channel sixty feet wide through these obstructions. Hence a perfect sluice runs with great force between the narrow banks, and ropes will have to be used to carry the boats safely through these dangerous channels. The boats will carry passengers as well as freight and will be a great aid to the business of Albany”.

Columbus Daily Enquirer

1892 Improving Navigable Waters. What is Being Done to Deepen Flint River. *Columbus Daily Enquirer*, August 12, 1892, p. 4.

Notes: This Columbus newspaper article was an interview with U.S. Army Engineer Thomas Robinson, who was charged with the navigation improvements on the Flint River. Robinson noted that the snag boat that was working between Montezuma and Albany had sank.

United States. War Department.

1895 Plate 144. Atlas to Accompany the Official Records of the Union and Confederate Armies. Government Printing Office, Washington, D.C.

Notes: The map shown below is a portion of a larger map of portions of Georgia that was included as Plate 144 in the U.S. War Department’s Atlas relating to the American Civil War. The settlement of Danville, just west of the Flint River and northwest of Drayton, Georgia, is shown on this map. As noted earlier, Danville figured in the early steamboat navigation history of the middle Flint River in the 1830s.



Figure 14. Portion of Plate 144 Showing Danville, Georgia on the Flint River (U.S. War Department 1895:Plate 144).

1896

Bainbridge Democrat

1896 *Bainbridge Democrat*, May 7, 1896, p.3.

Note: This short news article announced that the steamer *J.P. Williams* was built at Bainbridge and launched on May 5, 1896. The steamer measured 80 feet in length and 21 feet in breadth. Although its destination is unspecified in this news article, elsewhere, the steamer *J.P. Williams* is associated with the middle Flint River region.

1898

1898 Other Georgia Matters. *Atlanta Constitution*, February 9, 1899, p.1.

Notes: This Atlanta newspaper article discussed the Federal appropriations for navigation improvements on the Flint River.

1899

United States Congress

1899 Rivers and Harbors Appropriation Act of 1899.

Notes: This act of congress (33 U.S.C. 401, 403; 407) provided funding for

navigation improvements on the Flint River in Georgia. The Army Corps of Engineers was delegated to perform this task. Other federal appropriations were made for navigational improvements on the Flint River and these are not all listed here. As an example, the 1899 Act demonstrates the federal involvement with navigation on the Flint River.

1900

United States. Army. Corps of Engineers
1900 *Annual Report of the War Department for the Fiscal Year Ended June 30, 1900. Report of the Chief of Engineers, Part 3. Improvements of Flint River, Georgia*, pp 2105-2106.
Government Printing Office,
Washington, D.C.

Notes: This report discusses U.S. Army improvements to the Flint River navigation through 1900. It includes statistics for the stern-wheel steamboat *J.P. Williams* and another new unnamed stern wheel steamboat. Both of these steamboats traveled on the Flint River. The steamer *J.P. Williams* made 300 round trips between Spring Creek and Newton, Georgia. That steamboat weighed 51.54 tons and it had an 18 inch draught with a light load and 36 inch draught loaded. The other unnamed steamboat weighed 75 tons and it had an 18 inch draught with a light load and 45 inches loaded. The report listed articles shipped by steamboat on the Flint River between Albany and Newton, Georgia, which totaled \$982,025. Shipped goods totaled 18,055 tons and included: cotton, cotton seed, fertilizers, hides and skins, live stock, lumber, staves, provisions, grain, railroad iron, brick, cotton-seed meal, shingles, honey and sirip [syrup], turpentine, and rosin.

1903

Searchlight

1903 Searchlight, October 23, 1903.
Cited in Jones 1971:339.

Notes: The *Searchlight* newspaper, published in Bainbridge, Georgia, noted in its October 23, 1903 edition that the steamer *Gertrude* was commanded by Captain L.A. Chitwood.

The same newspaper stated that the, “steamer *John R. Sharpe* which sank last week at Ab. Clark’s landing on upper Flint River has been raised”. The location of Ab. Clark’s landing was not determined by the present research, although its location on the “upper Flint River” suggests that it was well above Bainbridge, Georgia at the time of its sinking.

1904

Columbus Daily Enquirer

1904 *Columbus Daily Enquirer*,
February 26, 1904, p.7.

Notes: This advertisement in the Columbus, Georgia newspaper announces regularly scheduled steamboat service on the Apalachicola, Flint and Chattahoochee rivers. The advertisement made no specific mention of river landings on the Flint River other than Bainbridge.

Sun

1904 Steamer Raymond H. Burns.
Two Negroes Jump from Flint River
Boat and Drown. *Sun*, October 4, 1904,
p.1.

Notes: This news article in the *Sun* (Maryland) newspaper, dateline Albany, Georgia, October 3, reported, “The steamer Raymond H was burned in Flint river yesterday at Jones’ Landing,

between Albany and Newton. The cargo of 92 bales of cotton, a quantity of naval stores and 200 sacks of cottonseed were destroyed. Two negroes jumped into the river and were drowned. The loss is about \$65,000, with no insurance. A report has also reached Albany that the steamer John R. Sharpe had sunk at Atkinson's Landing, in the lower Flint. She had no cargo".

Montgomery Advertiser

1904 River Steamer Burns; Two Negroes Drowned. Raymond H. on Flint River Caught Fire and was Entirely Destroyed. *Montgomery Advertiser*, October 3, 1904, p.1.

Notes: This Montgomery, Alabama news article also related the story of the sinking of the steamer *Raymond H.* The writer wrote from Albany, Georgia on October 2, stating, "The steamer Raymond H. was burned in the Flint River today at Jones landing between Albany and Newton. Ninety-two bales of cotton and a number of barrels of naval stores, besides two hundred sacks of cotton seed, constituted the cargo of the steamer. All was destroyed except a part of the cotton. Two negro boat hands were hemmed in by the fire and jumped into the river, where they were drowned. The loss is about \$65,000 with no insurance. A report has also reached Albany that the steamer John R. Sharp has gone down at Atkinson's landing on the lower Flint River. She was without cargo".

Atlanta Constitution

1905 *New Government Steamboat on Flint River. Atlanta Constitution*, May 27, 1904, p.4.

Notes: The Atlanta newspaper announced that the Federal government steamboat *Columbus* was built at the

Bainbridge shipyard and made a trial run down the Flint River.

1905

Bainbridge Argus

1905 *Bainbridge Argus*, September 9, 1905. Cited in Jones 1971:339.

Notes: The *Bainbridge Argus* newspaper published in its September 9, 1905 edition, "Steamer Forest at Bottom of Flint River, total loss, cargo of cotton saved. The boat was owned at Newton, Ga., and running between Bainbridge and Albany in competition with the John R. Sharpe". This short news story of the sinking of a steamer in the Flint River is a significant event. As noted earlier in this report, the steamer *Stephen Forrest* was built at the Old Creek Agency in the 1830s and, if it is the same vessel that sank in 1905, it had quite a long history of service on the Flint River. The news article does not specify where the vessel sank, other than an indirect indication that it was somewhere on the Flint River between Albany and Bainbridge, Georgia.

Macon Telegraph

1905 Flint River Steamer Goes to the Bottom. *Macon Telegraph*, September 1, 1905, p.1.

Notes: The Macon, Georgia newspaper published in its September 9, 1905 edition, a news article, dateline Albany, Georgia, August 31, with the headline, "Flint River Steamer Goes to the Bottom". This was another article announcing the sinking of the steamer *Forest*. The reporter wrote, "The steamer Forest is at the bottom of Flint river twelve miles below Albany, and is a total loss. The Forest went down yesterday while on her way from Newton to Albany with a cargo of fifty

bales of cotton and a small quantity of freight. The accident which sent her to the bottom occurred at a point in the river known to steamboat men as 'Niggerhead.' It is a dangerous piece of water, and whether going up or down, pilots dread it as they do few places between Albany and Newton. The Forest suddenly encountered some obstruction, and in backing off her stern struck a submerged rock, which ripped a hole in her bottom, causing her to sink rapidly. The cargo was little damaged. It will be brought to Albany by one of the other steamers, probably the J.P. Sharpe". The writer probably is referring to the steamer *John R. Sharpe*.

United States. Army Corps of Engineers

1905 Q 4. Improvements of Flint River, Georgia. *Annual Report of the Chief of Engineers to the Secretary of War...1905, pp. 1329-1332.* Government Printing Office, Washington, D.C.

Notes: This official report by the U.S. Army Corps of Engineers describes navigational improvements on the Flint River for 1905

1907

Atlanta Constitution

1907 Flint River Improvement. *Atlanta Constitution*, February 4, 1907, p.3.

Notes: This Atlanta news story reports on the navigation improvements by the Army Corps of Engineers on the Flint River in Georgia. The operations during the fiscal year ending June 30, 1906 were summarized, "Operations during the fiscal year have been confined to the section of river between Newton, Ga. and Bainbridge, Ga. and have resulted in

the completion of a channel 60 feet wide and 3 feet deep at low water from Keaton shoals to Flat Rock shoals, a distance of about 5 miles. It is estimated that the project is a little more than one-half completed."

1908

Augusta Chronicle

1908 Another Steamer on Flint River. *Augusta Chronicle*, January 8, 1908, Section A, p.2.

Notes: This Augusta, Georgia news article, dateline Albany, Georgia, January 7, describes the new commercial service of the steamboat *Sun*. It also mentioned the activity of the steamers *Raymond H.* and *John R. Sharpe* on the upper Flint River. The *Chronicle* reporter noted: "Another steamer is about to be placed in service on the Flint river, between Albany, Newton and Bainbridge. The steamer *Sun*, which was put in service following the recent burning of the *Raymond H.*, with a valuable cargo, proved too large for the upper Flint, and was taken off after being damaged in several accidents. Her place was taken by the *John R. Sharpe*. Now, however, other parties have purchased the *Sun*, remodeled her to suit conditions on the upper Flint, and announcement is made today that she will make her first trip to Albany within ten days".

Columbus Daily Enquirer

1908 River Steamboat Makes First Trip. *Columbus Daily Enquirer*, September 19, 1908, p.2.

Notes: This Columbus, Georgia news article describes the maiden voyage of the steamboat *Sun* up the Flint River from Newton to Albany, Georgia. The vessel was commanded by Captain

Lewis Chittwood. The reporter noted that the steamboat, “Will carry passengers and all the freights it caught. It runs on a regular schedule”.

Augusta Chronicle

1908 Mayors Met at Albany.
Augusta Chronicle, October 7, 1908,
Section A, p.1.

Notes: This Augusta, Georgia news article described an annual convention of 75 mayors of Georgia cities at Albany. The article, which was specially prepared by Southern Bell Phone, noted, “A steamboat trip down the Flint river was taken to Blue Springs, Ga., where a barbecue was served”. Blue Springs is located several miles downstream from Albany, on the west bank of the Flint River.

United States. Department of Commerce and Labor

1908 *Reports of the Department of Commerce and Labor*. Government Printing Office, Washington, D.C.

Notes: On Page 563, a list of casualties, violations of the law, and investigations for the year 1907 included, “December 3.—Steamer *Sun*, while underway on Flint River, struck rocks in the bend 2 miles below Albany, Ga., damaging hull on port side. Estimated damage \$300.”

Page 562: “October 1.---Steamer *Raymond H.* soon after leaving Jones Landing on Flint River, Ga., was discovered on fire, and the flames spread so rapidly that the crew had to abandon the steamer. Steamer was a total loss, and part of the cargo was lost. Two colored members of the crew were drowned. Steamer loss \$5,000; loss of cargo \$2,000”.

1909

Atlanta Constitution

1909 Albany Circuit. *Atlanta Constitution*, November 5, 1909, p.6.

Notes: This Atlanta news summary of cases heard by the Albany Circuit Court included, “Flint River Steamboat Company v. G. O. Smith et al.; from Decatur. Argued.” The details of this court case were not explored for the present study.

United States Civil Service Commission

1909 *Official Register of the United States, Volume 1*. Government Printing Office, Washington, D.C.

The United States Civil Service Commission reported that the steamer *Thronateeska* was a wooden-hulled snag boat that was used by the U.S. Engineers and stationed on the Flint River in Georgia. It weighed 65 tons (United Civil Service Commission 1909:802). This may have been the second vessel on the Flint River by this name, or it is possibly an older steamboat that was modified for use as a snag boat. A steamer by the name of *Thronateeska* was operated on the Chattahoochee River by the People’s Line Steamers in August, 1874. That particular steamer was captained by George H. Whiteside (*Bainbridge Weekly Democrat* 1874).

1910

Georgia Department of Archives

ca. 1910 Steamer Gertrude, Decatur County. Georgia Department of Archives, Vanishing Georgia Collection.

Notes: The steamboat *Gertrude* is shown under steam as it navigates a portion of the Flint River in Decatur County in a circa 1910 photograph. It is not indicated if this is upstream or downstream from Bainbridge, Georgia. The *Gertrude* was known to travel upstream from Bainbridge, although most of its trips were on the lower portion of the Flint, the Chattahoochee and the Apalachicola rivers (Mueller 1990:217-220).



Figure 15. Steamboat Gertrude in Decatur County, Circa 1910.

Anonymous

Undated [ca. 1910] Bainbridge, Decatur County, Georgia. Library of Congress, Washington, D.C.

Notes: This is a promotional pamphlet touting Bainbridge as a good location for businesses and commerce. In the section on Transportation Facilities, it notes, “The Thronateeska Navigation Company, operating steamers on the Flint River north and south of Bainbridge to all river points as far as the Chattahoochee, is doing a thriving local business. Both these lines of steamers have headquarters at Bainbridge and are owned by local capital. Both connect with the Chattahoochee River steamers for Columbus”.

Included within this pamphlet is a map of Decatur County originally produced in 1908. Among the many important cultural features included on this detailed map of the county is Oil Still Spring, which is discussed later in this report in the supporting documentation for navigation on Spring Creek.

Young & Company

2010 *1909-1910 Young & Co. Business & Professional Directory of Georgia*. Decatur Co. Selections, <http://files.usgwarchives.net/ga/decatur/history/direct01.txt>, June 28, 2010.

Notes: This is a transcribed extract of Decatur County entries in 1909-1910 Young & Co.’s Business & Professional Directory of Georgia, which includes this listing, “Thronateeska Navigation Co, C N Buchanan pres, C N Ledwith v-pres, T N Buckner sec-treas, Flint and Chattahoochee rivers steamboat lines, Broad st”. This directory listing demonstrates that the Thronateeska Navigation Company, whose boats served the middle Flint River region, was conducting business from this Bainbridge, Georgia office in 1909 and 1910.

Undated [ca. 1910] Steam Boat on Flint River Albany, Ga. Postal Card. Owl Drug & Seed Company, Albany, Georgia.

Notes: This postal card is a color lithograph from a photograph of an unidentified steamboat docked on the shore of the Flint River. The vessel is shown loaded with freight including cotton bales, wooden barrels and other unidentified bulk goods. Although the card is not dated, one documented example bore an Albany, Georgia postmark dated, May 12, 1910 (See Peacock 2009:23; Epodunk.com 2010; Georgia Department of Archives and

History ca. 1910). This is possibly the steamer *Gertrude*, which photographs indicate served the Dougherty County portion of the Flint River in 1910.

See Also:

Epodunk.com

2010 Steam Boat on Flint River, Albany, Ga. Georgia Post Cards. Epodunk.com. <http://www.epodunk.com/cgi-bin/allmgSt.php?locId=11&imgType=postCard>, June 28, 2010.

Georgia Department of Archives and History

Ca. 1910 Steam Boat on Flint River, Albany, Ga. Dougherty County, Vanishing Georgia Collection, Georgia Department of Archives and History, Morrow, Georgia.

Peacock, Nichole

2006 Postcards from Aunt Mabel. *The Prelude* 90:18-27. Huntington College. http://prelude.huntington.edu/archives/2009_fall.pdf, June 28, 2010.

1913

Atlanta Constitution

1913 For Sale or Exchange. *Atlanta Constitution*, December 18, 1913, p.15.

Notes: This real estate advertisement was placed in the Atlanta newspaper by M.L. Petty for a 2,200 acre farm in Baker County, which included a steamboat landing. The ad stated, “2,000-acre farm in Baker county, 16 miles from Albany, 2 miles from railroad station. 100 acres in cultivation, 2 good settlements and about 25 tenant houses; fine water and plenty of good

help on the place. This is right in the pecan section. It has a fine loamy pebble soil with a clay sub-soil. It has a steamboat landing on the property. The Flint river is navigable from Albany down to the coast. I want \$14 per acre for this. Have you anything to trade: M.L. Petty, 126 N. Pryor st., Atlanta, Ga.”. The exact location of this plantation was not determined by the present research, although its description places it in Baker County at a distance of 16 miles from Albany and two miles from a railroad station, which would place it in the general vicinity of Horseshoe Bend on the Flint River.

United States Department of Treasury.
Bureau of Statistics

1913 *Annual List of Merchant Vessels of the United States*. Government Printing Office, Washington, D.C.

Notes: Page 442 includes the steamer *Albany*, which was a “orange peel dredge” that plied the Flint River in Georgia. The vessel was constructed in 1908 in Columbus, Georgia. It displaced 100 tons, 70 feet in length, 30 feet in breadth and 4 feet in depth. The steamer *Albany* was operated by one officer and six crewpersons. It was a work boat and not involved in regular commerce.

1914

Macon Telegraph

1914 Flint River Survey is Wanted by Cordele. *Macon Telegraph*, March 18, 1914, p.3.

Notes: This Macon, Georgia news article reported on a desired survey by the city of Cordele, Georgia to extend steamboat service on the Flint River to Montezuma, Georgia. The reporter noted that commercial steamboat service, “now runs from Albany to Apalachicola”.

1915

War Department, United States Engineer Office

1916 *Preliminary Examination of Flint River, GA. District Engineer Officer, War Department, United States Engineer Office, Montgomery, Alabama, October 20, 1915. Congressional Serial Set, pp. 2-8. Government Printing Office, Washington, D.C.*

Notes: This is an official U.S. Army report on a preliminary examination by the United States Engineer Office of the Flint River from its mouth to Albany, Georgia. This study was done pursuant to the provisions of the River and Harbor Act of March 4, 1915. On Page 4, Major Earl I. Brown, Corps of Engineers, notes, "Old Agency [in Crawford County] was once known as the head of navigation". On Page 5, Major Brown notes, "The river is now under improvement under a project adopted in 1874, which provides for a 3-foot channel below Albany, to be obtained by open-channel work. Before improvements began the stream was badly obstructed by bowlders, rock shoals, and rapids. Navigation was practicable to Albany only at the higher stages, when the obstructions were drowned out." Major Brown further notes on Page 5, "In 1879 a report was submitted on that portion of the river between Albany and Montezuma, in which a project for improving that section of the river at an estimated cost of \$15,000 was presented. This addition to the project was adopted by the river and harbor act of June 14, 1880, and has also remained in force up to the present time".

On Page 6, Major Brown notes, "The steamer *Drake* is owned and operated by

the Thronateeska Navigation Co. It operates from Bainbridge to Newton and Albany when the stages of water permit, and makes occasional trips to Alaga on the Chattahoochee River. The length of the boat is about 100 feet, its draft 2 to 4 feet, and its capacity 80 tons. The steamer *Mary*, owned by J.F. Ray of Albany, operates occasionally between Albany and Newton, but its trips are irregular, due to fluctuations in the river and to the failure of the owner to attempt to do as much business as the boat could do". Major Brown also notes, "There are no wharves or terminal facilities on the Flint River, other than at Bainbridge, Ga."

This 1915 Federal document demonstrates that the U.S. Government considered the Flint River a navigable stream as far up as Montezuma, and a solid case could be made that it was deemed navigable as far as the Old Agency in Crawford County, although that river traffic, which involved flatboats, predates the steamboat era of the Flint River [See discussion of 1818 Entry for Fort Lawrence and Creek Agency].

1916

Atlanta Constitution

1916 Americus Planning to Get "Port Rates". Extension of Timber Road and of Navigation on the Flint River is Proposed. *Atlanta Constitution*, February 12, 1916, p.11.

Notes: This Atlanta news story announced a business plan for steamboat navigation on the Flint River from Montezuma to Warwick. This commercial steamboat navigation was approved by a charter "granted yesterday to the 'Flint River Navigation Company', backed by Akron, Ohio,

capital”. The new company was based at Americus, Georgia. The attorney for the new company, W.P. Wallace, was quoted in the article regarding navigation issues on the Flint River: “The river, Mr. Wallace says, is navigable now from Montezuma to Warwick, but at the latter place there are obstructions in the river, put there by early settlers, which stops navigation beyond that point. The general plan of development, however, contemplates removal of those obstructions, and to that end an amendment to the rivers and harbors bill that has recently been introduced in congress. Removal of the obstacles at Warwick will, Mr. Wallace says, open the river to navigation all the way to Apalachicola, which is the objective point of the new company. ‘But,’ says Mr. Wallace, ‘those people up in Washington are so much wrapped up in their program of ‘preparedness’ right now there is no telling what is going to happen to the rivers and harbors bill.’”

1918

Augusta Chronicle

1918 Steamboat Sinks Just Below Albany, GA. *Augusta Chronicle*, December 14, 1918, Section A, p.5.

Notes: This Augusta, Georgia news article announces the sinking of the steamboat *Buchannon*. It sank on the evening of December 12, 1918 approximately eight miles below Albany after striking a rock. The reporter noted, “The vessel was enroute from Bainbridge to Albany with a cargo including fifty bales of cotton”, and that, “All on board escaped unhurt”. The article also noted that the steamboat was owned by the Thronateeska Navigation Company.

1919

Georgia. Comptroller General’s Office

1920 Table No. 24.
Showing Statement of Property Returned by Steamboat and Steamship Companies for Taxation in the Year 1919. *Report of the Comptroller-General of the State of Georgia for the Year Ending December 31, 1919*, p.389. Charles P. Byrd, State Printer, Atlanta, Georgia.

Notes: Table No. 24 contains a list of Steamboat and Steamship Companies operating in Georgia in 1919, which includes two companies based in Bainbridge. The Callahan Line had property valued at \$9,000 and paid \$45.00 in State taxes. The Thronateeska Navigation Company, which operated in the Flint River above Bainbridge [see previous listings for 1910], owned property valued at \$5,000 and paid \$25.00 in State taxes.

1922

United States Coast Guard

1922 *Merchant Vessels of the United States*. Government Printing Office, Washington, D.C.

Notes: This is a detailed list of merchant vessels operating in the United States, which was compiled by the United States Coast Guard. Page 549 includes the steamer *Flint*, which was “employed” on the Flint River in Georgia. It was listed as a stern wheel snag boat, 138 tonnage, 110 feet length by 25 feet 4 inches breadth, and 4 feet 3 inches in depth. It was built in 1914 in Pine Barren, Florida and it was the second steamboat on the Flint River by that name. The earlier steamer *Flint* was wrecked decades previously. The vessel was valued at \$7,500. The steamer *Flint*

was operated by three officers and nine crewpersons in 1922.

1932

Daily Times Recorder

1932 *Daily Times Recorder*,
September 23, 1932, p.4.

Notes: This article, which appeared in the Americus, Georgia newspaper, was a retrospective on early settlements in Sumter County. It included a discussion of Danville, Georgia and its role in the early steamboat navigation of this portion of the Flint River.

2010

Georgia Archaeological Site File

2010 Site 9CD1. Georgia
Archaeological Site File, Athens.

Georgia Department of Natural
Resources

2010 Creek Agency. Unlisted Sites.
National Register Files, Georgia
Department of Natural Resources,
Historic Preservation Division, Atlanta,
Georgia.

Notes: The archaeological site records for the Creek Agency in Crawford County establish the general location of this site. In the 1970s the Georgia Department of Natural Resources archaeologists compiled information for a nomination to the National Register, which was never completed. Their files contain extensive historical documents on this site.

II. Navigation History of Spring Creek, Decatur County, Georgia

1839

Burr, David

1839 David Burr Map of Georgia.
Carl Vinson Institute of Government,
Athens, Georgia.

Notes: This detailed 1839 map of Georgia, a portion of which is reproduced here, shows the settlement of Spring Creek in northeastern Early County. This area was later subdivided to create Calhoun County.

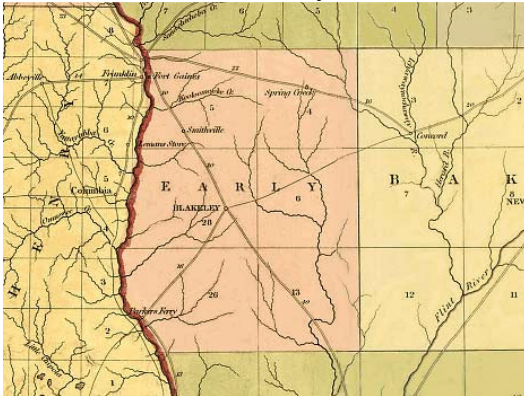


Figure 16. Portion of 1839 Burr Map of Georgia Showing Spring Creek (CVIOG 2010).

1865

United States Coast Survey

1865 Map of Southern Georgia and Part of South Carolina. United States Coast Survey, Washington, D.C. Carl Vinson Institute of Government, Athens, Georgia.

Notes: This map, a portion of which is reproduced below, shows the locations of the settlements of Spring Creek “Spring Cr.,” and Newton, among many other cultural features. While the location of Newton is well established and it continues as an active town and

county seat of Baker County, Spring Creek faded into obscurity as a place and its location is shown in slightly different locations on 19th century maps of the region.

This 1865 version shows the settlement well upstream from Colquitt and Damascus, Georgia. The settlement of Spring Creek and its relevance to river navigation is discussed in more detail, later in this section of the report. Several other maps place the Spring Creek settlement in northeast Early County (later Calhoun County) in the general vicinity of modern-day Arlington, Georgia.

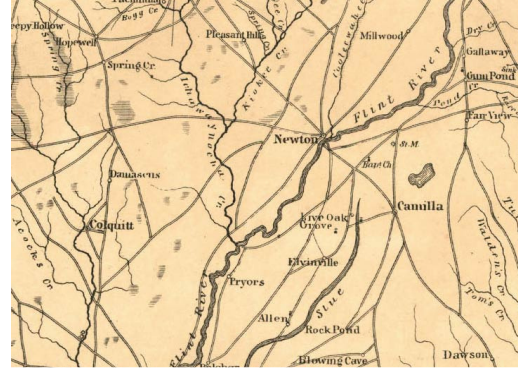


Figure 17. Portion of 1865 Map showing Spring Creek and Newton.

1866

Georgia Legislature

1866 Act. Digital Library of Georgia, University of Georgia Libraries, Athens, Georgia.

Notes: This state law prohibited blockage of Spring Creek by fish traps.

1882

Georgia. General Assembly

1883 *To Incorporate the Spring Creek Canal and Improvement Company. No. 10. Acts and Resolutions Passed by the General Assembly of the State of Georgia 1882-1883, Pp 197-*

200. Jas. P. Harrison, State Printer,
Atlanta, Georgia.

Notes: This state legislation created the Spring Creek Canal and Improvement Company. Under Section III, the company was authorized to construct navigational improvements on Spring Creek, “from or near the mouth of Spring Creek where the same may now be navigable, up or near the main channel of said creek through the county of Decatur until it reaches the line of Miller”. Section III further stated, “The true intent and object of this Act being to encourage and authorize the opening of said Spring Creek, for the purpose of transporting into the Flint River, and to market the timber and lumber along the line of said stream”. Under Section IV, the company was authorized to charge toll. While timber, logs, lumber, and rafts were the main intended river traffic on Spring Creek under this legislation, Section IV did provide for tolls on “steamboats and other water-crafts of any and every description that may be transported over, conveyed or passed on or through the said canal or creek”.

1900

United States. Army. Corps of Engineers
*1900 Annual Report of the War
Department for the Fiscal Year Ended
June 30, 1900. Report of the Chief of
Engineers, Part 3. Improvements of
Flint River, Georgia*, pp 2105-2106.
Government Printing Office,
Washington, D.C.

Notes: This official report discusses U.S. Army improvements to the Flint River navigation through 1900, as presented earlier in the Flint River section. It includes statistics for the stern-wheel steamboat *J.P. Williams* and another new unnamed stern wheel

steamboat. Both of these steamboats traveled on the Flint River. The steamer *J.P. Williams* made 300 round trips between Spring Creek and Newton, Georgia. The report is unclear what is meant by Spring Creek. It may refer to its confluence with the Flint River, or, more likely, it may refer to the village of Spring Creek. According to Kenneth Krakow (deceased), Brinson was formerly known as Spring Creek. Krakow (1975:26) did not provide any primary citation for this conclusion. The present research demonstrates that Krakow’s assertion is incorrect and that the settlement of Spring Creek was well upstream from present-day Brinson. Whatever is meant by “Spring Creek” in this citation, it is evident that some steamboat navigation served a portion of Spring Creek in 1900

1907

United States. Army. Corps of Engineers
*1907 Brinson, Incorporated. Acts and
Resolutions of the General Assembly of
the State of Georgia 1907. Volume
1:484.*

Notes: Brinson was incorporated in 1907 by the Georgia Legislature, as recorded in this legislative act. A query of the U.S. Geological Survey’s Geographic Names Information System (GNIS) yielded one entry when the term, “Spring Creek” was searched in the database of populated places in Georgia and Brinson was the only result. Brinson, Georgia was an incorporated town and a U.S. post office in Decatur County, Georgia. Its geographic location was given in Lat-Lon as: 305837N, 0844416W. Brinson remains a settlement and it is located less than 3,000 feet east of Spring Creek, as shown on modern maps below. Brinson was named for a Georgia railroad

tycoon, George Brinson. The town was incorporated by the Georgia Legislature on August 22, 1907. The boundaries of Brinson, as delineated in its incorporation, extended west to Spring Creek and included Land Lots 249, 250, and 251 of the 27th District of Decatur County.

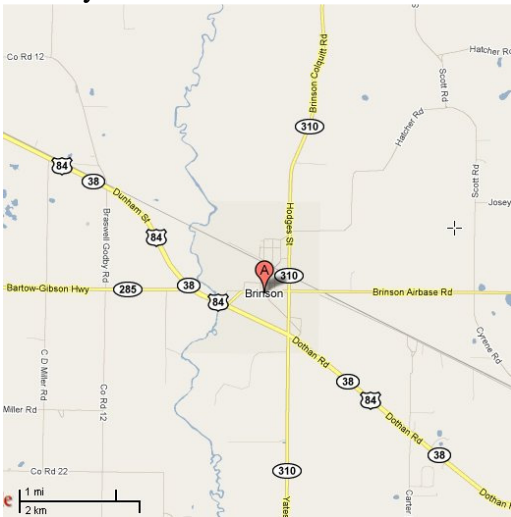


Figure 18. Brinson, Georgia (indicated by Red Balloon), East of Spring Creek (Acme Mapper 2010).



Figure 19. Modern Aerial Photograph of Brinson (Indicated by Red Balloon), Just East of Spring Creek (Acme Mapper 2010).

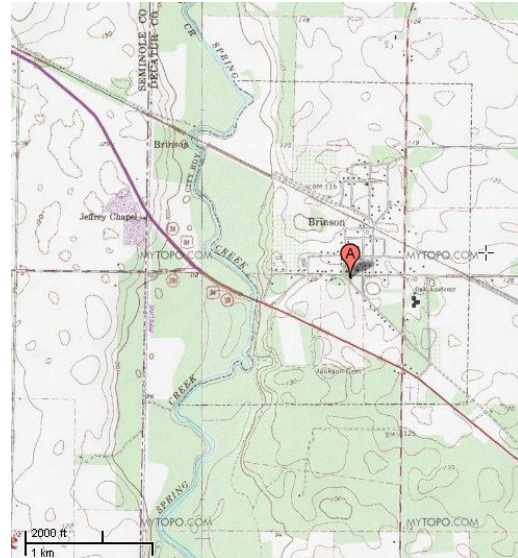


Figure 20. Topographic Map Showing Brinson (indicated by Red Balloon) and Spring Creek (Acme Mapper 2010).

1908

Bainbridge Democrat

1908 New Steamer the T.C. Drake
Launched. *Bainbridge Democrat*,
November 12, 1908, p.8.

Notes: This edition of the *Bainbridge Democrat* contained a short news article on the launch of the steamer *T.C. Drake*. It noted that the *Drake* was, “operated by the Thronateeska Navigation Co. on the lower Flint River and up Spring Creek as far as the Oil Still Springs” (*Bainbridge Democrat* 1908:8).

A search of place names along Spring Creek in the present study revealed that Oil Still Spring was located on the Sealy plantation in Seminole County, Georgia and now lies submerged beneath the waters of the U.S. Army Corps of Engineers’ Lake Seminole. It is identified by that name on a 1908 map of Decatur County [See Exhibit 82] and is on Land Lot 235, District 21.

Oil Still Spring’s location is further documented on a 1948 archaeological

site form (Site 9SE4), prepared by Arthur R. Kelly, which is archived in the Georgia Archaeological Site File in Athens, Georgia. Kelly visited the site prior to the completion of Lake Seminole. Copies of these records are included with this exhibit, as are several modern maps showing the approximate location of Oil Still Spring. Two of these are shown below. This document shows the intent to navigate the steamboat *T.C. Drake* on Spring Creek upstream from its confluence with the Flint River.

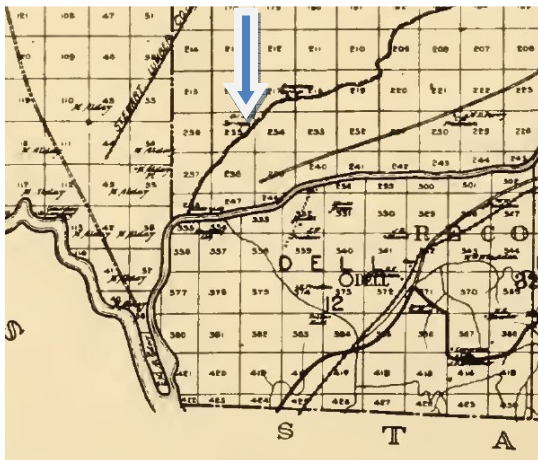


Figure 21. Portion of 1908 Map of Decatur County Showing Oil Still Spring on Land Lot 235, District 21 (Indicated by Blue Arrow).

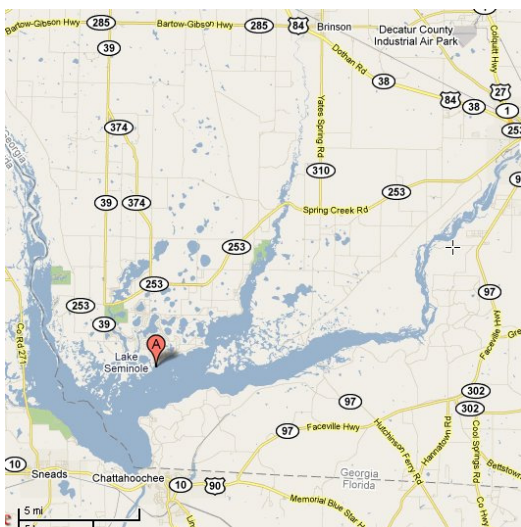


Figure 22. Location of Oil Still Spring (Indicated by Red Balloon), Seminole County, Georgia (Acme Mapper 2010).



Figure 23. Location of Oil Still Spring (Indicated by Red Balloon) on Sealy Plantation on Spring Creek (Indicated by Dashed Black Line) in Seminole County, Georgia (Acme Mapper 2010).

This same 1908 map of Decatur County provides information on boat landings on Spring Creek, which may have been used for commercial river traffic in the early 20th century. One example is an unnamed landing, on the east side of Spring Creek, south of Reynoldsville, Georgia. The 1908 map shows a road approaching Spring Creek from the east and ending at the creek. It is located on the west side of Land Lot 130.

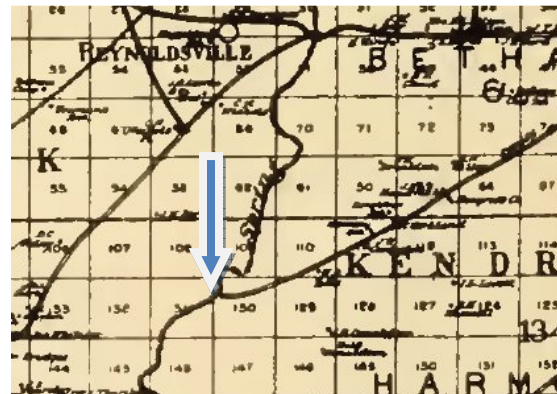


Figure 24. Portion of 1908 Map of Decatur County Showing Unnamed River Landing on Spring Creek in Land Lot 130 (Indicated by Blue Arrow).

This location of the suspected landing is presently submerged beneath the waters of Lake Seminole. Its approximate location is shown on a modern map of the area below.

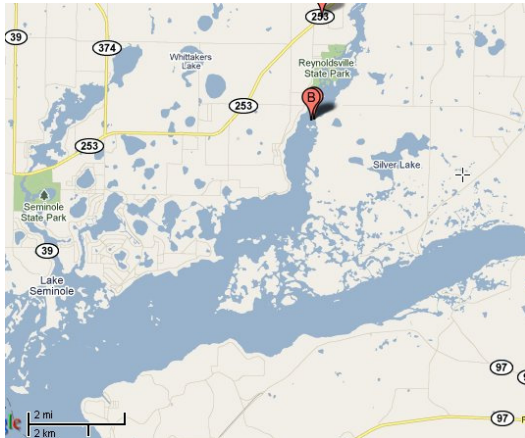


Figure 25. Approximate Location Shown on Modern Map of Suspected Boat Landing on Spring Creek (Indicated by Red Balloon "B").

Although the suspected boat landing location is submerged and unavailable for immediate examination, modern aerial imagery provides clues in support of its existence. As shown below in the modern aerial photograph, the road that approached Spring Creek from the east made a cut through a stream feature, which creates a dark linear area in contrast with the green landform. The landing would have been a short distance west of this cut.



Figure 26. Modern Aerial Photograph of Suspected Boat Landing on Spring Creek, South of Reynoldsville, Georgia (Landing indicated by Red Balloon "B" and Approach Road indicated by "C").

Other named boat landings on Spring Creek include Crack Neck Landing and Smith Landing. The antiquity of these boat landings and their potential association with commercial river navigation was tentatively research but was not determined by the present research. Other clues to the importance of Spring Creek for commerce can be seen in the placement of towns such as Colquitt and Brinson. Colquitt was created as the county seat of Miller County, when that county was formed in 1856. The location of the town was selected by a committee and it is situated on the east bank of Spring Creek. The town boundaries include a section of Spring Creek. Similarly, Brinson was established on the east bank of Spring Creek, as discussed in Exhibit 101.

1990

Baker County Historical Society

1991 *History of Baker County.*

Baker County Historical Society, W.H.

Notes: Shown below is an undated photograph, reproduced on Page 32 of the Baker County history, of the steamboat *Mary* plying the Flint River in Baker County. The primary source of this photograph and the exact location of the vessel in the river channel is undetermined. It illustrates the types of watercraft that were well suited to the shallow, rocky waters and narrow channels in the Baker County segment of the Flint River.

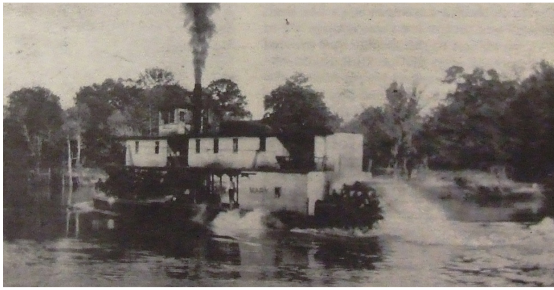


Figure 27. Steamboat Mary in Flint River, Baker County, Georgia, undated (Baker County Historical Society 1991:32).

2002

Historic Chattahoochee Commission and
the Decatur County Historical Society

2002 Steamboats. Historical Marker,
Bainbridge, Georgia. Erected by the
Historic Chattahoochee Commission
and the Decatur County Historical
Society.

Notes: This historical marker was
erected in 2002 in Bainbridge, Georgia,
off Water Street in Cheney Griffin Park

about 40 yards from the water. The text
of the marker is transcribed below:

“In 1827 the *Fanny* was the first of more than 220 steamboats to visit Bainbridge and ply the waters of the Apalachicola Chattahoochee-Flint river system. These boats docked at the city's landings below the high bluff on the Flint River. Boatyards on both sides of the river built craft for individuals and the U. S. Government. Several steamboat lines operated here including the Oak City Navigation Co. (later known as the Bainbridge Navigation Co.), which was organized in 1901 and the Callahan Line, which was formed in 1906. The last working steamboat on the Flint River was the *Elberta*, which went out of service in the late 1930's.”

“Between Columbus, Georgia and Apalachicola, Florida many steamboat landings dotted the riverbanks. Smaller boats navigated Spring Creek, the Chipola River and the Flint River to Newton and Albany. In addition to passengers, the boats hauled cotton, rosin, turpentine, fertilizer, lumber, oysters, catfish, honey, bricks and shingles. The river system was one of the most dangerous in the United States and many boats met misfortune by hitting rocks, snags and ferry cables. Other boats ran aground on sandbars or sank due to boiler explosions. It is said that there are more sunken boats per mile on this river system than any other system in the country.”