

PADDLE WHEEL DAYS IN CALIFORNIA

Corrections and Additions
for Second Edition

Page 10, Line 4 -- change:

....there there....

to:

....that there.....

Page 29, Lines 1 to 10 inclusive -- change to:

months old, age cannot have been the cause. She sank in fifteen minutes, but was salvaged, and later became the Rainbow.

The Senator, then running coastwise, was off San Pedro on April 27, 1863, and the steamer Ada Hancock was bringing her passengers off from shore. Not far from the landing the Ada blew up, killing or fatally scalding fifty people; Captain T. W. Seeley of the Senator, who was aboard, died in the blast.

On October 26, 1864 -- sandwiched in between the horrors of the Washoe and the Yosenite -- the Sophie McLean blew up in Suisun Bay. But only three died, which made it a minor affair.

(NOTE TO EDITOR: This should fit into the space of the lines which it replaces.)

Page 76, after Line 16 -- add:

Once in a while you would run into poppet valves on an inclined engine the ferry Morena had them, and so did the Piedmont. The latter, incidentally had valve-gear just like that of a vertical beam engine -- toes, wipers and a And she was distinguished by having the longest piston stroke of any of Calif inland steamers, a throw of 14 feet. Perhaps it was a bit too long; it gave her a peculiarity which made her famous -- the induced politeness of

passengers. It seems that, as she was getting underway, that terrific throw would jerk her ahead -- and passengers, even perfect strangers, who sat vis-a-vis benches would involuntarily bow to one another, a whole bench-full at a time.

A mechanical oddity in her own small way was the first Coronado, whose cylinder was equipped with "gridiron" slide-valves operating back and forth of the ends of her cylinder, at right angles to the piston; it was done with a complicated system of cams. And she had only one eccentric; she started and with a hand-bar (which sometimes fought back at her engineer) and an outlandish arrangements of weights and pulleys shifted her eccentric by 90° when you wanted to go in the other direction, after hooking up the eccentric-rod. Those who say -- and they ought to know -- that it was a cross between the normal, deep valve-gear of a Corliss engine and the system they used in the German river-boats. And also a bit on the bizarre side was the machinery of the huge car-transfer which flaunted two walking-beams instead of one. She had a separate vertical engine for each wheel, one set ahead of the other, and tended respectively by Chief Engineer and the First Assistant. She had four stacks, and her eight boilers were set on the guards, like an oldstyle river steamer.

...after Line 30, add:

Among the old-time engine-builders, the name of the Fulton Iron Works stands out, if for no other reason than that it changed so often, between 1863 and when it folded up and many of its people went over to the Main Street Iron Works. Its names were many and varied -- Fulton's Foundry; Hinckley, Spiers & Hays; Spiers & Company; Fulton, Hinckley, Spiers & Hays -- you could hardly keep track of them. The old Risdon Iron & Locomotive Works not only built engines for ferries and river steamers, but turned out wooden vessels of superb workmanship. And the Union Iron Works -- builders of the immortal U.S.S. Oregon and a host of other vessels -- turned out both steel hulls and excellent machinery for California

inland fleet. C. H. Evans & Company did the engines for many of the later-day steamers, including what might be termed the "international" jobs for the Delta King and Delta Queen — engines whose cylinders were cast in Dumbarton, Scotland, and whose massive cranks were a product of the Krupp Works in Germany.

Up the rivers, the Southern Pacific shops at Sacramento built ferry and river steamer engines in a big way, while at Stockton the Globe Iron Works was founded so far back that no one could remember, by John Caine; he sold out to F. Cadle and S. Y. Strait around 1885, and steamers engined by this plant included the H. J. Corcoran and Tuolumne City. The same iron works also built the engines for two river steamers which Stephen Davis built for the Russians; boats and engines were set up, tested, dismantled and shipped off in sailing vessels for delivery on the Amur River. The Stockton Iron Works, still in business, was founded in 1885; they built the engines for the snag-boat Seizer and, no doubt, for others — which others, no one seems to recall.

Page 96, Line 2 -- change:

road line went out of the river-passenger business, about 1918.

to:

road went out of the river-passenger business on January 14, 1930.

...Foot-note 2 -- change:

..near the mouth of the Stanislaus...

to:

..near the mouth of the Merced....

Page 108, Foot-note 1 -- change to:

¹These included Jim Bludso, released in 1917; Huckleberry Finn, 1931; Steamboat Round the Bend, 1935, and Dixie, 1943.



Page 120, Paragraph 3, Line 3 -- change: Lakeview... to: ...Lakeville

Page 125, Paragraph 2, Line 4 -- change to:

....Add to that the millions who crossed the bay each year by Key Route
Northwestern Pacific and Richmond & San Rafael -- to say nothing of the
ferries at Benicia, Martinez and Vallejo, and the San Francisco-Vallejo
passengers in the Monticello Steamship Company boats -- and you will
see how big it was.

Page 126, beginning Line 13, substitute the following paragraph:

Far to the south, paddle-wheel ferry service on San Diego Bay began when
the Coronado, built in San Francisco, arrived early in August of 1886 and
to work carrying passengers and teams between San Diego and Coronado. In 1888
California's first double-end, propeller-driven ferry, the big Silver Gate,
built at the old shipyard in Coronado -- and promptly became a \$400,000 headache
for her owners. It has been said of her designer that his mother must have been
frightened by the Crystal Palace; at any rate, she was a maritime example of the
gingerbread architecture of the era, and she carried literally tons of jig-saw
and lathe-turned trimmings. Notable largely for her unweildiness and her inability
to stop when she got there, she ruined ferry-slips -- and men's dispositions --
the time of her first regular trip on April 6, 1888 until they gave her up after
job a month later. For years she lay idle in her slip; then, in 1902, they took out
her engines and converted her into a floating dance-hall. Later she served as a
for the San Diego Yacht Club, and dry-rot finally caught up with her around 1903.
After the Silver Gate fiasco the San Diego & Coronado Ferry Company bought the
flat-bottomed Benicia, which was built in 1881 and had served as a cattle boat
Carquinez Strait. The only walking-beam ferry ever used on San Diego Bay, she made
her last crossing to Coronado on July 4, 1903. She was replaced by the side-wheel

Ramona, built that same year, which served nobly for a quarter of a century. of San Diego's paddle-wheel fleet -- and also her last inland steam vessel of kind -- was the Morena which was built in 1920 and ran for some twenty years.

Los Angeles Harbor never went in for paddle-wheel ferries, small steam "gas boats" being used instead. When San Pedro was annexed to Los Angeles, initially, one of the stipulations was that adequate ferry service should be provided between San Pedro and Terminal Island, at that time served by a private ferry consisted of an open, gasoline-driven flatboat vulgarly known as "The Pumpkin". It carried a few automobiles at a time, and there were occasions when, its machinery becoming temperamental, it had to be towed back and forth by a fish or anything else which was handy. However, election promises being what they are, continued to serve -- in a way -- until as late as 1941, when increasing traffic, an obviously impending war and the screams of the public forced the establishment of the municipal ferry system which bought the Diesel-driven Vashon Island in Puget Sound, rebuilt her as the Islander, and put her on the San Pedro-Terminal Island run.

Page 129 (facing) -- change Silver Gate caption to read:

California's first propeller-driven double-ender, the Silver Gate had a brief career at San Diego in the spring of 1888.

Page 130, Line 4 -- change:

...one of the first successful propeller-driven double-enders in the country to:

...the first successful propeller-driven double-ended ferry in California.

Page 130, Paragraph 3 -- change to:

The Key people stuck to propeller-driven vessels, with the lone exception of the Treasure Island, which they acquired in later years for hauling visitors.

Golden Gate International Exposition in 1939. She had been the San Pedro, of 1,000 tons, built in 1911 for the Atchison, Topeka & Santa Fe Railway. The Santa Fe also had the San Pablo, another side-wheeler built in 1900, which they used in connections with their trains at Point Richmond, and a dainty little single-ended sidewheeler called the Ocean Wave, built at Portland, Oregon, in 1891, and brought down from the Columbia at a later date. She preceded the San Pablo on the Richmond-San Francisco run, and then operated as a relief boat until the San Pablo came out. During World War I she was in the Navy, and she finally was dismantled in 1923.

Later Key System ferries included the turbine-electric ferry Hayward, San Leandro, the second Yerba Buena and the Peralta; the two latter were steam vessels of 2,075 gross tons, and were the last steam ferries constructed in the state.

The Peralta left Key's service as the result of a freak accident which occurred on February 18, 1928. Fully loaded with passengers, she had left San Francisco on her regular 5:15 p.m. trip, and was just passing Goat Island on her way to the Key mole when, without warning, she plunged her forward deck under water. Passengers who -- anxious to be the first off -- had crowded there, were transformed into a mass of screaming, struggling, terror-wracked humanity, fighting to gain the upper deck or to keep afloat into the chilling water into which they had been swept. The vessel was brought to a stop; her own boats and those of nearby Hayward were swung out, and Navy small-craft put out from Goat Island to assist in the rescue work.

First press reports hinted at "scores of dead" -- and there was a flood of largely unfounded criticism. But when it was all over, the last stood at one known dead and four missing; cause of the accident was reported as the improper trimming of a system of ballast-tanks installed, fore and aft, to correct

for the changing position of the load of passengers as she crossed the bay. Naturally, she had a bad name from then on -- but she outlived it, to become one of the favorite ferries of the Puget Sound area. Re-engined with Diesels, and with an entire new superstructure, she became the famous "streamliner" Kalakala, a successful and popular passenger vessel in the Pacific Northwest.

(NOTE TO EDITOR: Then pick up present last line of Page 130, beginning: "A favorite for many years, etc....!")

Page 131, after Line 8, add:

Nor was the El Capitan the only one to have a hand-me-down engine. The machinery of the Melrose came from the Columbia River steamer Hassalo -- and performed so well that the Southern Pacific bought the patterns and from them built, in the Sacramento shops, the engines for the river steamers Navajo and Seminole. With a few changes in cylinder dimensions and valve-gear, they later were duplicated again, this time for the Santa Clara and the second Alameda. The Aven J. Hanford -- of which much more later -- fell heir to one of the products of triple-expansion engines from the old U.S.S. Farragut, a torpedo-boat built in 1897. It was a good engine, but tricky to handle. During the time the Hanford was running to Marin County, she was a rival to the Ukiah, and there was an unwritten rule from her owners that she must not be passed. As the Ukiah drew up, and the engineer was enough; so was just one spoke of the main steam valve. With added steam, the machinery from the old torpedo-boat settled down to work, and the Ukiah would be left astern. Fortunately, their courses did not parallel one another for any great distance, for by the time they drew apart again the Hanford was about fresh out of steam, and had to relax.

~~xxxxxxxParagraph~~



~~CORRECTION-ADDITION~~

Page 131, Paragraph 3 -- substitute the following:

Rail lines to serve the communities of Marin and Sonoma Counties continued expand, and their connecting ferry services grew. In 1903 the North Shore Rail Company changed over from narrow-gauge to broad-gauge, and electrified the line as far as San Rafael; the main line to Cazadero remained narrow-gauge, and the part of the trackage south of San Rafael had three running rails -- in addition to the "third rail" for supplying the electricity -- for handling both kinds of cars. In the next year, they built the big double-ended Cazadero. Northwestern Pacific Railroad, the name best known to Marin commuters, was formed in 1907 and took in all of the other railroad lines in the area with the exception of the Mount Tamalpais & Muir Woods Railway, which kept its identity until its odd-looking little gear-driven locomotive chugged up the mountain for the last time, in 1930. Owned jointly by Southern Railway and Santa Fe, Northwestern Pacific passed to the sole ownership of the former. Its fleet, as the little single-enders went out of service, included those old stand-bys of the north shore commuters, the Ukiah, the Tiburon, the second Tam and the second Sausalito. In addition to the daily commuter trade, those ferries handled thousands of picnickers and tourists to Mount Tamalpais and Muir Woods, the famous "Crookedest Railroad in the World", whose Double-Bow-Knot Curve was a treat to rail fans the world over.

Ferries in the Carquinez Strait-Napa River area have been going for a long time. While Admiral David G. Farragut, who in 1854 established the Mare Island Navy Yard, was a bit too early to be ~~classed as~~ a regular commuter, a steam ferry between Mare Island with nearby Vallejo was put into service by joint action of the Federal government and the State of California nine years after Farragut's arrival. ^(from the) ~~peaceful waters of that part of the state have, from time to time since that~~ had their share of legal fireworks in the matter of ferries.

In the early 1900s, it seems, civilian employees of the navy yard were

habit of ^{going} ~~riding~~ to and from Mare Island in government launches which crossed the Napa River to Vallejo -- a frugal arrangement, which enabled them to ride free, instead of paying the recognized tariff of the Vallejo Ferry Company. By January of 1909, the legal legend goes, this had become a bit of a strain on the launch facilities, and the Navy clamped down on the free rides. Boiling at this snatching away of what they by now considered their birth-right -- and ~~sudden~~ ^{it} ting that perhaps the ferry people had used influence on the Navy -- a group of employees filed with the Secretary of the Navy a letter which was a masterpiece of something or other; ^{it} accused the wicked ferry company of running unseaworthy boats of getting its franchise through skulduggery and, just to add variety, of trying to sneak out on its just taxes. The resultant investigation failed to substantiate any of the charges -- and the letter which the Steamboat Inspectors put in all but nothing. And that, for the time being, was that -- until there appeared upon the scene an organization of Mare Island employees known as the Solano Aquatic Club, whose members were to be entitled to ferry service across the stream in independent launches. The regular ferry people sought -- and obtained -- an injunction, ^{and in 1913} ~~in it~~ the court lowered the legal boom on any or all persons involved who "...under the guise of a corporation ostensibly organized for the sham purpose of engaging in aquatic sports to maintain a ferry service without warrant of law..." You will find it all, together with other noted cases of This vs. That, in a rollicking little volume known to the people of the State as 165 California.

In 1918 the Rodeo Ferry Company was organized and brought the point-to-point ferry Issaquah down from Puget Sound; they ran between Rodeo and South Vallejo, adding the Aven. J. Hanford -- which they built -- and the stern-wheeler Crocker. As the roads were improved in the region, they opened a new terminal at Selby and acquired further property at Morrow Cove. Competition popped up again, this time in the form of the newly organized Six Minute Ferry, and there was more litigation; Six Minute was sold out to Rodeo, which continued to run from Selby to Morrow Cove until the

Carquinez Toll Bridge, which its officers had promoted, was built. Then the sa
got behind the establishment of the Golden Gate Ferries, to provide for the gro
need for automobile transportation between San Francisco and Marin County.

Oldest of the ferries — and still in service ~~as late as 1945~~ — is M
Island Ferry Corporation's iron-hulled Vallejo, a side-wheeler built at East
Oregon, in 1879 and originally named, of all things, the O. & C. R. R. Ferry No.
Other side-wheelers to continue operations in the bay's northern waters are t
Charles Van Damme and another entry from the Northwest, the City of Seattle;
built in 1888 and is owned by the city of Martinez.

Golden Gate Ferries got into the game with a vim during the Fabulous T
Their vessels were, for the most part, ^{Diesel-electric,} ~~propeller driven~~, with the exception o
Golden City, ex-Aven J. Hanford, and the Golden Coast, ex-Harry E. Speas — w
originally was our old friend, Key Route's ^{original} Yerba Buena (~~No. 1~~). Their vessel
from a slip at the foot of Hyde Street in San Francisco, and later they joine
with Southern Pacific, under the name of Southern Pacific-Golden Gate Ferrie
In addition to serving Marin County, the combination operated automobile ferr
Hyde Street to a long pier in Berkeley, for a numner of years.

~~The Aven J. Hanford did not enjoy a long life under her new name. All
well until the foggy night of April 24, 1927, when she was somewhere between
Alcatraz Island and the Hyde Street slips. In the blinding muck she met up w
the steamship Newport, inward bound — and so ended the career of the Golden
ex-Aven J. Hanford. There were only twenty-four persons aboard at the time,
were saved.~~



(Then pick up the present Paragraph 3 of Page 132, beginning: Another line
went in for propeller driven craft was the Richmond-San Rafael.....etc.)

There is an old sailors' superstition that it is unlucky to change a ship's name -- a superstition which is wrong about ninety-nine percent of the time. It worked in the case of the Aven J. Hanford, which apparently was not fated to enjoy a ripe old age ^(with a Diesel power plant, and) under the name of Golden City. She went out in a night jinxes -- jinxes, and a tule fog. That was the night of April 24, 1927, and the steamer Newport was feeling her way into port under dead slow bell, muttering herself and pausing now and then to look around her in the murk. The Newport seems, was a bit of a bad-luck vessel; she had quietly sunk at her own pier at Balboa, C.Z., in 1913, had collided with the Lewis Luckenbach at San Francisco the following year and had been afire off Corinto in 1920 -- to say nothing of her subsequent collisions with the Svea off Port San Luis and with the Edna in the Columbia. And now, on this thick night in 1927, she passed Fort Point at 7:00. Just fifteen minutes later the Golden City shoved off from the foot of Hyde Street bound for Sausalito with fifteen passengers and four automobiles aboard.

Somewhere off the Fort Mason Docks, at 8:03 p.m., ^{they came together,} ~~it happened,~~ and within a few minutes the water was four feet deep in the ferry's engine room. Captain Svennerud of the Newport kept the steamer's bow tight into the ferry until its passengers were scrambled aboard his ship; then he backed down -- and the Golden City, against a strong ebb tide, vanished into the fog and darkness. Red Stack tugs came in response to the Newport's wireless call for help, but it was four hours before one of them, the Sea Wolf, found the derelict off Point Diablo, just outside of the Golden Gate Bridge now meets the Marin County shore. They got a line on her and tried to pull her back inside the bay -- but at 2:15 a.m., with a great deal of escaping air from her hull, she went down in the deep water of the main channel. The tug crew's quick work ~~with the fire hose~~ on the tow-line -- with an axe -- all that kept the Sea Wolf from being pulled under as the ferry sank. Late in the morning the superstructure came ashore on the beach at Land's End, near the wreck of the Lyman Stewart.

(Then pick up the present Paragraph 3 of Page 132, beginning with "Another line which went in for propeller driven craft was..... etc.")

Page 133, Paragraph 3, change second sentence to read:

All that is left are the limited service which Southern Pacific is permitted to maintain for meeting its trains at Oakland Pier, the Richmond-San Rafael automobile route, and a few boats around Benicia Martinez and Vallejo.

Page 135, after Paragraph 2, add:

This table includes stern-wheel freighters of San Francisco Bay and its minor tributaries.

...delete:

Ada Hancock..... -1860 E 1863

...change: Aetna to: Aetna (No. 1) and add:

Aetna (No. 2).....Stern-Wheeler 130 82 1907 A 1922

...after Alvarado add:

Alvira.....Stern-Wheeler 469 144 1889 -1917

Page 136, after Ceres add:

Champion.....Stern-Wheeler 477 189 1905 -1922

...after Chin-du-Wan add:

Chinega.....Stern-Wheeler 188 111 1903 A 1923

Page 138, after Jon, add:

Iroquois (ex-Hercules)..Stern-Wheeler 437 158 1907 -1920
Change Julia building date from 1870 to 1863

...after Julia add:

Juliette.....Stern-Wheeler 394 170 1903 -1915

Page 140, after Pride of the River add:

Pyramid.(Ex-Sunol).....Stern-Wheeler 603 161 1890 A 1936

...change: S.W.Whipple to: S.M.Whipple