

## Today in Columbus History:

On December 9, 1881, a story appeared in the *Daily Columbus Enquirer-Sun* entitled "Steamer Sunk, The Steamer T. H. Moore Strikes a Rock and Finds a Watery Grave, No Lives Lost" providing the third piece of major news in recent weeks for the People's Line of steamers in Columbus. The ship was on its way back from Apalachicola, Florida when it was flagged down near Wright's Landing about twenty-five miles south of Columbus. After picking up a passenger, an eddy caught the stern of the boat and smashed the bow against Betton's Rock, knocking a two-foot hole in the hull. The passengers disembarked safely before the steamer sank in twenty feet of water on the Georgia side of the river.

William Struppa, the steamboat's clerk secured a mule and rode on for help. When news of the wreck reached Columbus, the Caddo Belle and its captain Charles Klink hurriedly left to provide whatever aid possible. It reached the scene of the accident about 7:30 p.m. after the two- and half-hour trip. Captain Klink was able to provide supper to the castaways who had been stranded since about 7a.m.

This disaster came on the heels of the sinking of the flagship of the People's Line in Columbus, the G. Gunby Jordan, several weeks before on the Flint River near Bainbridge, Georgia. Thankfully, the Line had just bought the Chattahoochee which was near completion in Pittsburgh about the same time that the G. Gunby Jordan went down. The Chattahoochee would be the only steel hulled steamboat on the river that would hopefully increase the longevity of the boat.

The T. H. Moore was a relatively new ship. She was built by well-known local boat builder, J. C. Blain in Columbus for \$12,000 and made her maiden voyage on November 28, 1878. The boat was thoroughly repaired at a cost of \$3,000 only a few months before. She had a capacity of 700 bales of cotton but had only 365 aboard when she wrecked, along with a large cargo of 63 barrels of oysters, 48 boxes of oranges, 30 barrels of syrup, and 20 barrels of fish. She also carried about thirty-five passengers.

The ship was named for the general agent of the People's Line, Thomas Henry Moore. Moore's brother, William R. Moore was the captain the ship and his brother-in-law, William Struppa was the ship's clerk. The Moore family had a history of in the Columbus steamboat industry. Their father, Randolph Benton Moore came to Columbus in 1836 as the engineer of the steamer Osceola. He married their mother, Martha Love Forsyth, in Columbus in August 1845. Randolph left steamships for the grocery business in 1870 before dying in 1880. He is buried in Linwood Cemetery along with his wife who died in 1876.

Thomas H. Moore married Ella Butler in Jackson County, Florida in 1874. The couple had six children, four sons and two daughters. The family left Columbus for Montgomery, Alabama in the winter of 1886. Moore captained steamboats in Alabama and Georgia and retained the title for the rest of his life. He eventually gave up steamboats and became interested in ice manufacturing. He had interests in several ice-making plants including Montgomery, Alabama, Apalachicola, Florida and Havana, Cuba. He died in Montgomery in January 1922. At the time of his death Moore owned ice plants in Panama City, Florida, Waycross, Georgia and Dothan, Alabama.

Compiled by Daniel A. Bellware, Muscogee Genealogical Society

Clipping from Georgia Historic Newspapers (GALILEO).

Our weekly snippets of Columbus history are usually based on a few days-worth of searching through the most popular sources for Muscogee County history. Meant to inspire readers to explore more about Columbus history, they are not exhaustive dissertations on the topic and may contain mistakes. If you have corrections or additional information, feel free to share them with the group.

## STEAMER SUNK.

The Steamer T. H. Moore Strikes a  
Rock and Finds a Watery Grave.

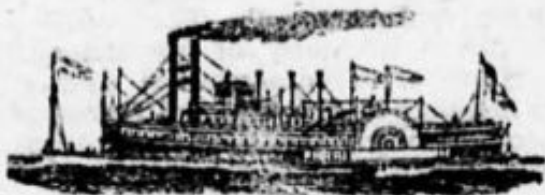
NO LIVES LOST.

Yesterday afternoon our citizens were startled by the report that the steamer T H Moore, of the People's line, had sunk. The news was brought by Mr William Struppa, clerk of the boat, who stated that yesterday morning at 7 o'clock, while on her up trip, the steamer struck a rock at Betton's Rock, about twenty-five miles below the city, and went down in about twenty feet of water. From the shock sustained the cabin was broken off and thrown to one side. A large number of passengers were on board, but everyone escaped without harm. The cargo consisted of 365 bales of cotton, and a large quantity of syrup, oranges and oysters. Most of the cotton had been caught and tied up when Mr Struppa left the scene of the disaster, but the steamer, together with the latter freight, which was in her hold, is almost a total loss.

Captain C A Klink left with the Caddo

The steamship T. H. Moore sinks, *Daily Columbus Enquirer-Sun*, December 9, 1881,  
<https://gahistoricnewspapers.galileo.usg.edu/>.

# PEOPLE'S LINE.



AFTER DECEMBER 1st, THE

## St'r G. Gunby Jordan,

Will Leave Columbus on Wednesdays  
for Bainbridge and Apalachicola  
and intermediate Landings.

## Steamer T. H. Moore

Will Leave Columbus on Saturdays for  
Chattahoochee  
and intermediate Landings.

### PEOPLE'S LINE RATES OF FREIGHT

*Living rates of freight* will be  
charged by the People's Line of Boats  
to all points.

COTTON per bale.....	50 cents
FLOUR per barrel.....	25 cents
SYRUP " .....	50 cents
WHISKEY " .....	50 cents
OYSTERS " .....	25 cents
BACON per box.....	60 cents
" " tierce.....	60 cents
" " cask.....	\$1 25

Special inducement is offered to shippers  
of cotton to and from Charleston, Savan-  
nah, and all Northern ports.

Capt T. H. MOORE,  
" J. W. FITZGERALD.

Agents People's Line and J, P & M R R.  
no30 tf

People's Line ad listing Steamers G. Gunby Jordan and T.H. Moore with Captain T. H. Moore as agent, *Daily Columbus Enquirer-Sun*, January 7, 1879. <https://gahistoricnewspapers.galileo.usg.edu/>.

## **A WRECKED STEAMER!**

### **The G. Gunby Jordan Strikes a Rock in Cherry Shoot and Goes Down.**

**A TOTAL WRECK.—NOBODY'S FAULT.—  
THE LOSSES, ETC.**

Monday afternoon considerable excitement was caused on our streets, when intelligence was received of the fact that the handsome steamer G. Gunby Jordan; of the People's Line had struck a rock and gone down in "Cherry Shoot," three miles below this city. In company with Mr. Wm. McLendon; Capt. J. S. Desverges and Mr. C. H. Curry a reporter of the DEMOCRAT repaired to the scene Tuesday morning, but was compelled to take observations from a distance. Returning to the city we found Captain Marks, who was commanding the Jordan on this trip, and learned the following particulars:

The Jordan arrived at the Bainbridge wharf at 4 o'clock Monday morning and discharging her cargo, took on a heavy freight of general merchandise for Apalachicola, and started on her trip to the Bay at half past twelve. Three miles down the river, while Capt. Marks and

The sinking of the G. Gunby Jordan of the People's Line, from the Bainbridge, Georgia *Weekly Democrat*, November 3, 1881. <https://gahistoricnewspapers.galileo.usg.edu/>.

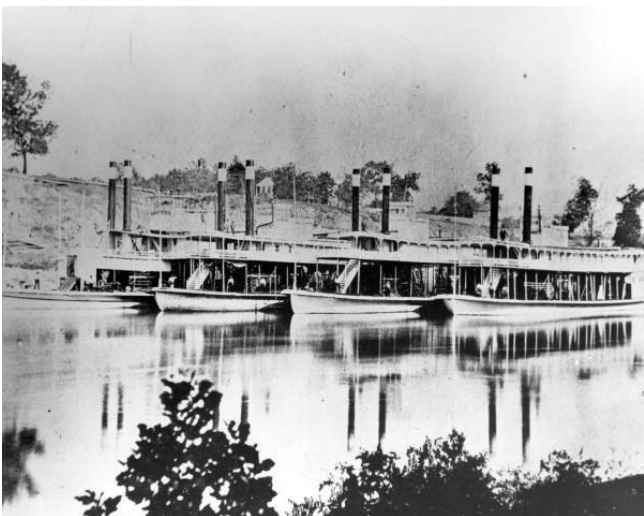
# THE CHATTAHOOCHEE.

NOT THE RIVER, BUT THE DUCK  
THAT WILL SWIM ITS  
WATERS.

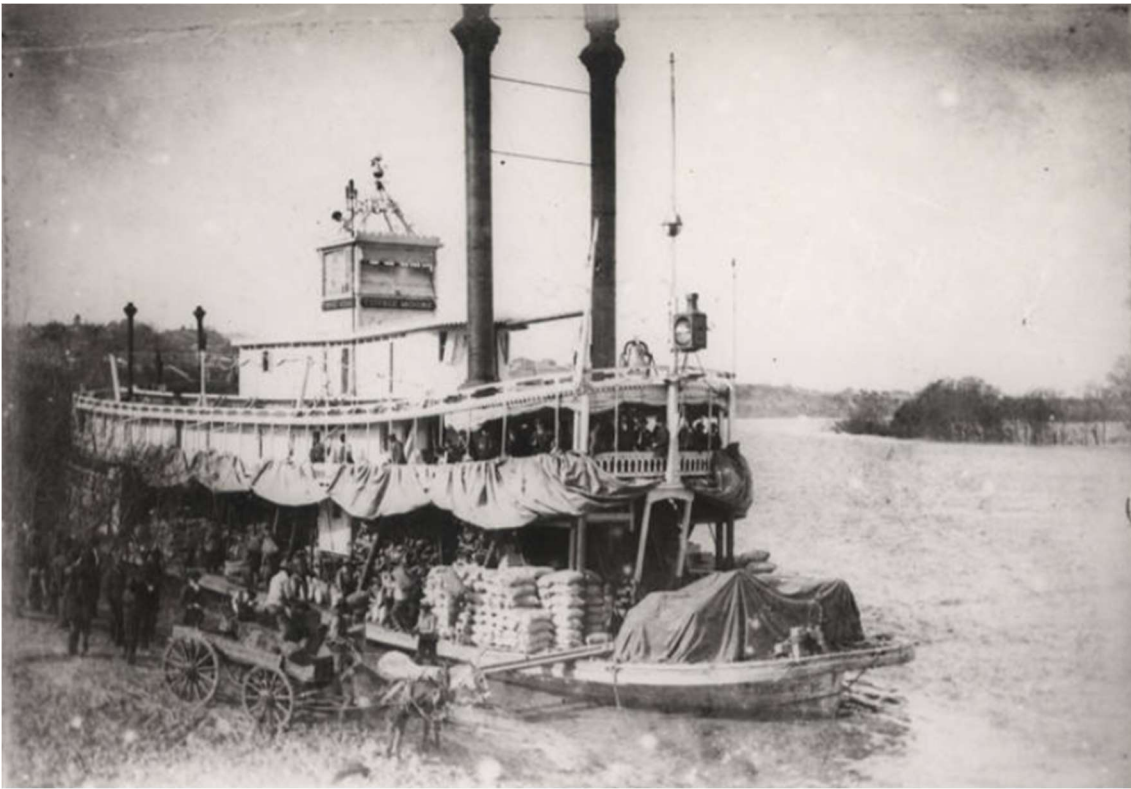
The New Steamer That is Now Ready.

The ENQUIRER-SUN has heretofore given its readers the information that the People's line were to have a new steambot on the river. The contract was made with the large ship building establishment of James Reese, at Pittsburg, Penn. Yesterday Captain Moore received the information that the boat is nearly completed and to come for her at his pleasure. He will make arrangements to go on in a few days, and the steamer will be here about the first of December. The steamer costs about sixty thousand dollars completed, the cabin furniture itself costing six thousand dollars. The new boat has a steel hull, one hundred

News that Captain Moore received word the newest steamer for the People's Line from the *Daily Columbus Enquirer-Sun*, November 5, 1881. <https://gahistoricnewspapers.galileo.usg.edu/>.



Steamboats at Columbus, Georgia. Courtesy of the State Library and Archives of Florida, <https://www.floridamemory.com/items/show/41217>

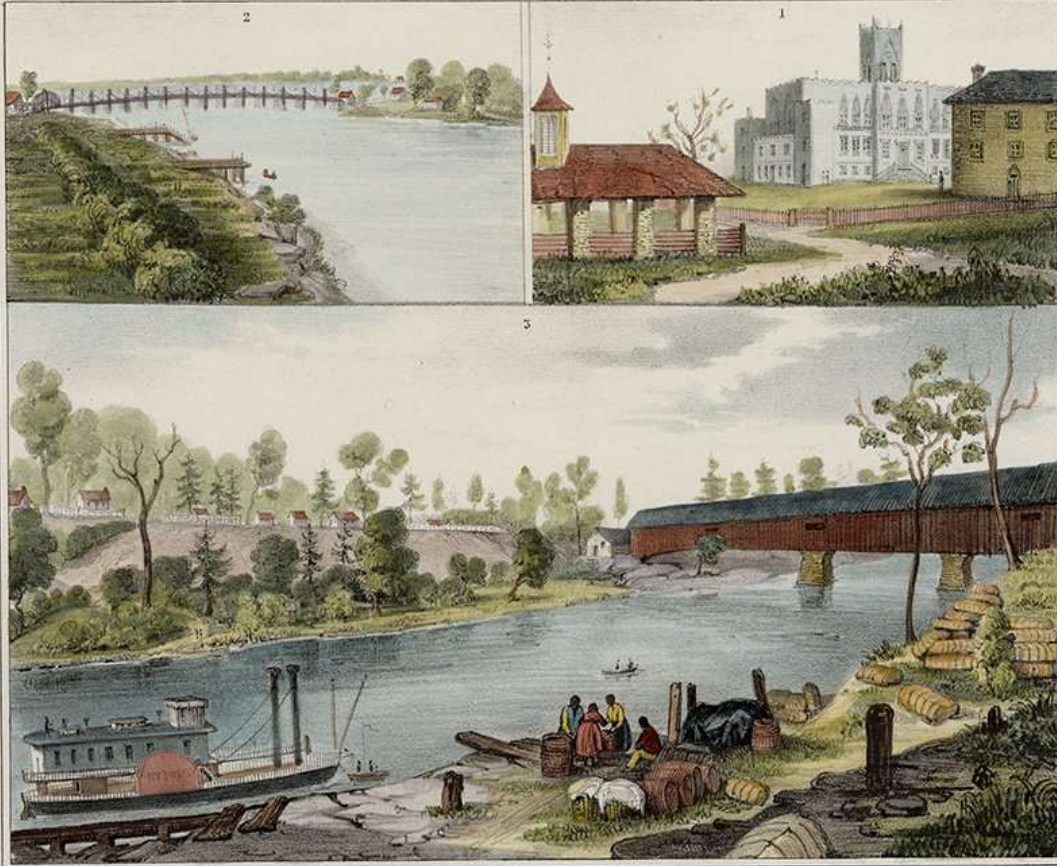


The Tinsie Moore of the People's Line in Montgomery, Alabama where T. H. Moore was General Manager in the 1890's. Alabama Department of Archives and History.

<https://digital.archives.alabama.gov/digital/collection/photo/id/6148/>

116/131	Mom Benton R.	57	to W	Eupineo Steam Boat	\$500.00	Pa.
	— Martha S.	39	to W	Keeping House	\$2000.00	Pa.
	— William R.	22	to W	Book Keeper, Steam Boat		Clerk
	— Thomas H.	20	to W	Clerk Steam Boat		Clerk
	— Estelle	15	to W	County School		Clerk
	— Andrew	10	to W	" "		Clerk
	— Robert	4	to W			Clerk

1870 census for Muscogee County showing Moore family Benton R. Moore, Engineer, Steam Boat, William R. Moore, Book keeper, Steam Boat, Thomas H. Moore Clerk, Steam Boat, from FamilySearch.org



Aumont lith.

Lith. d'Artus, rue de la Harpe 40.

1. Hôtel de ville de Milledgeville. (Georgie.) 2. Pont d'Augusta. (Georgie.) 3. Pont de Columbus. (Georgie et Alabama.)

Lithograph by Francis De Laporte showing a scene that would be familiar to Randolph Benton Moore when he arrived in Columbus to work on the river. Courtesy of the Columbus Museum - The lower portion of the print shows the Columbus riverfront in spring of 1838. Constructed in 1832 by John Godwin and Horace King, the bridge depicted was the first to ever cross the Chattahoochee. Shown at the wharf is the steamer Hyperion, which had been attacked by American Indians during the Creek War of 1836. The other two views show Milledgeville, which was then the state capitol, and Macon.