

Robertson, Frank D., 1942, A history of Yuma, Arizona, 1540-1920; A Thesis submitted to the faculty of the Department of History in partial-fulfillment of the requirements for the degree of Master of Arts in the Graduate College, University of Arizona, 165p.

Page 76, the stream boat Explorer was on the Gila River

The little iron-clad steamer Explorer, which Lieutenant Ives brought to the Colorado River in 1854, had been built in Philadelphia, shipped to the mouth of the river, and assembled. She was used in the river trade on the Gila and Colorado until 1864.<sup>13</sup> On one of the trips the Explorer was caught in the strong eddie where the Gila joins the larger stream and whirled out of control down the Colorado to Pilot Knob; there she was put under control again and made secure to a large cottonwood tree

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<sup>12</sup> The Arizona Sentinel, September 28, 1878.

<sup>13</sup> Ibid.

See next page

**The Arizona sentinel. (Arizona City [Yuma], Yuma County, A.T. [Ariz.]) 1872-1911, September 28, 1878, Image 1**

Image provided by Arizona State Library, Archives and Public Records; Phoenix, AZ

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and the four-masted schooner Victoria. The Jessup was the first steamboat that ever went up the river to Hardyville; the Explorer, a little iron stern-wheeler, in Lieut. Ives exploring expedition, was the second; they met near where the Picacho quartz mill is as the Jessup was coming back. When the Jessup was condemned her machinery was sent to San Francisco; her hull was floated into Minturn Slough, where it probably lies yet. The Explorer got unmanageable as she was coming out of the Gila river with ten cords of wood in 1864; she drifted past Yuma and got nearly to Pilot Knob before she was pulled up and made fast to the bank. A little later the bank caved in, carrying away the tree to which the Explorer was tied, and she floated down the river. She was towed into a slough about eight miles below Soldier's Camp. Subsequent changes in the channel of the river have left her away out in the woods, high and dry, and with great trees, one and two feet thick, growing all around her. The machinery of Colorado No. 1 was put into Colorado No. 2, and her hull stranded down by the Gridiron. The Coconino No. 1 was hauled out on the bank at the ship-yard, near

come back. The new company shipped a lot of freight down to the mouth of the river, including forty-five tons which were taken to Callville on the Black Crook, towed by the Esmeralda, under Capt. Bob Rogers, in a vain attempt to open up a trade by water between San Francisco and Utah. Steve Thorn went with him. It took five months to make the trip; two and a half months being consumed in reaching El Dorado Cañon—the same distance that Capt. Jack Mellon made a couple of weeks ago in seven days. The Esmeralda, Tilden, Black Crook and White Fawn were finally sold, in the Spring of 1867, to Geo. A. Johnson & Co., the predecessors of the present Colorado Steam Navigation Company. The Nina Tilden was built at San Francisco, in 1864, for the Philadelphia Mining Company, which was working copper mines on the California side of the river, above Aubrey. They expected to take out so much ore that they wanted to ship it by their own steamboat and barges. Capt. Paddy Gorman steamed her down here from San Francisco. But her owners never had any use for her till they sold her. After running on the river till 1874 she was moored, leaking badly, at the ship-yard,

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