

The Dog & Broom

By Jerry Canavit

By the year 1890, the grand days of steamboating on the Mississippi River were past, but in the Great Northwest, on an expanse of water called Puget Sound, steamboating was still in its heyday. Fully a million dollars worth of steamers were added to the Puget Sound fleet that year. Grain and flour shipments and passenger and the excursion trade still provided a healthy business. Even though competition from the railroads had begun to take its toll on the roll of the steamboat, Puget Sound was still witnessing a healthy passenger and freight business between the cities of Seattle, Tacoma and Olympia. This lively business attracted the services of a good number of vessels to accommodate these needs.

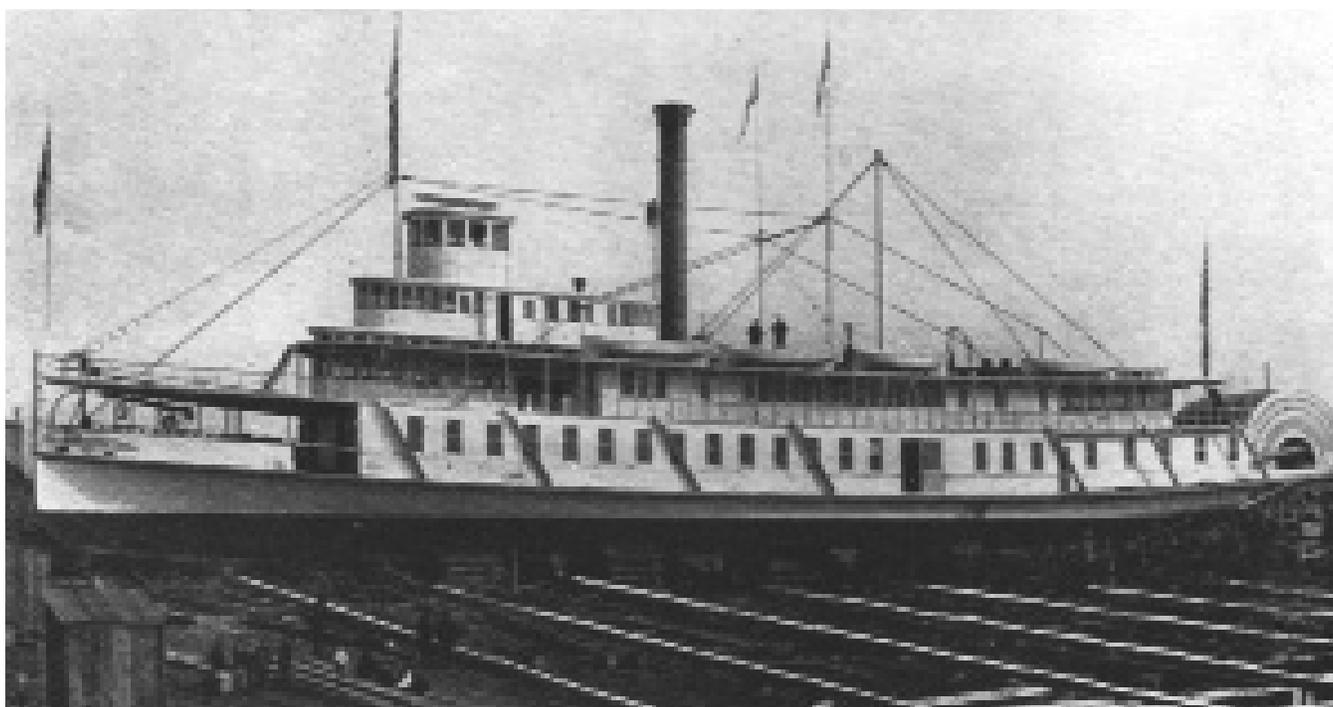
In September of 1890, the

Oregon Railway and Navigation Company initiated regular service between these cities with the new and speedy sternwheel steamer GREYHOUND. To assist the GREYHOUND, the OR & N had again brought it's magnificent sidewheel steamer T.J. POTTER up from the Columbia River. Together these two new vessels were to help firmly establish the OR & N and it's parent company, the Union Pacific Railroad in that area.

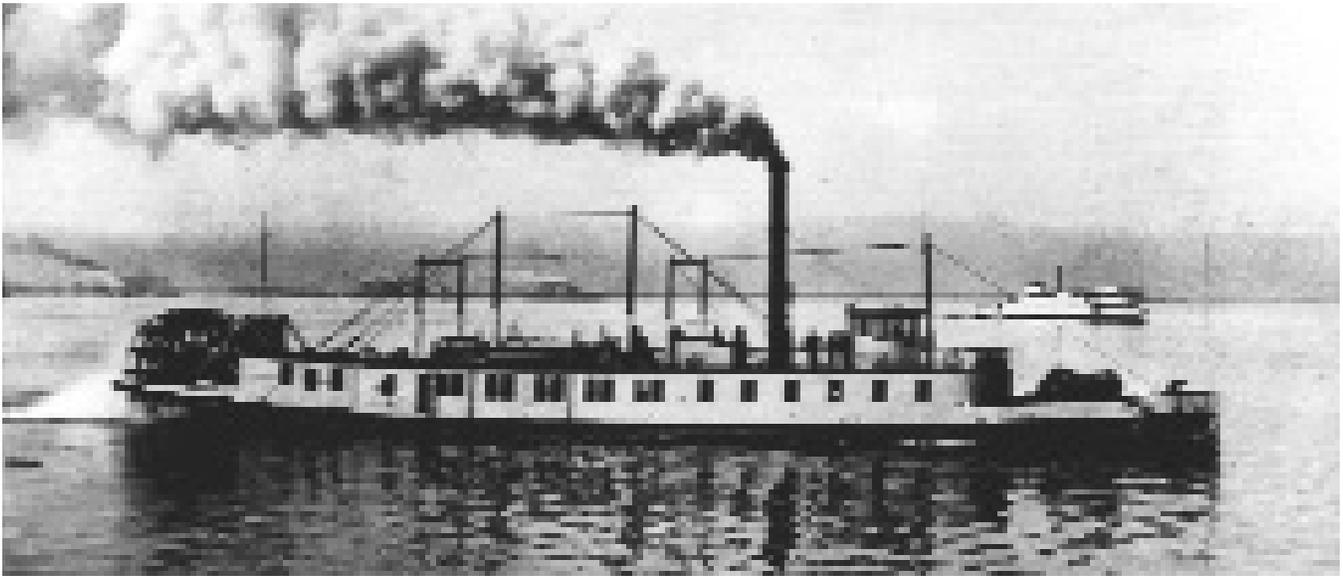
On May 31st of that same year, an enterprising Seattle businessman named John Leary, also understood the potential of establishing regular service between these same growing areas, and together with partners Jacob Furth, Edward Newfledler, W.R. Ballard and H.G. Struve, established the Seattle Steam

Navigation and Transportation Company. Knowing that the OR & N intended to establish a toe-hold in the area, they set about to build a vessel that would not only compete with the large company, but would surpass any boat operating on the Sound in speed and accommodation. The design and construction of this vessel was contracted to master ship-builder John J. Holland; builder of many of the finest vessels on Puget Sound and the Columbia River.

On November 22, 1890, the beautiful sternwheel steamer BAILEY GATZERT slid broadside down the ways of the Holland Shipyard at Salmon Bay. She was named for a prominent citizen and former mayor of Seattle and was a beauty; complete to the last detail. She measured 177'.3"



The beautiful sternwheel steamer BAILEY GATZERT on the ways at the J.J. Holland Shipyard at Salmon Bay, Ballard, Washington. She was launched on November 22, 1890 and when launched was considered to be the crowning achievement in sternwheel riverboat architecture.



The sternwheeler passenger steamer GREYHOUND was originally built in Portland, Oregon in 1890 and shortly after her launching was taken to Puget Sound where she ran on the Seattle - Tacoma - Olympia route.. Affectionately known as the "Hound" or the "Pup," the little sternwheeler was exceptionally fast and was considered by many to be the fastest vessel on Puget Sound.

x 32'.3" x 8' and was rated 560 gross tons. Her powerful engines were made by James Rees & Sons of Pittsburgh. They were high-pressure, non-condensing engines with poppet-valves, having 22-inch cylinders, a 7' stroke and rated at 1300 horse-power. Steam was furnished by a large locomotive-type boiler measuring 78" x 33' 3 3/8". Her interior decoration was exceptional and reflected the pride of her owners. Her public rooms were luxuriously large, her cabins comfortable and her decks broad for sightseeing. The famous British artist Harnett supervised all the interior design work and panels in the cabin were the work of his own hand. Even the engine room panels were things of beauty; the work of the versatile Captain Howard Penfield, the first to hold the position of mate on the BAILEY GATZERT.

Even before she was launched, the BAILEY GATZERT was the topic of much conversation. Her owners were proud of their new boat, and justifiably so. She was generally considered to be the crowning achievement in stern-

wheel riverboat shipbuilding. Even before she was launched, John Leary boasted that his new boat would be fast enough to outdistance any boat on the Sound; a boast that would get the attention of the owners of a number of vessels that prided themselves on their speed; particularly, two boats that had never been bested in contests of speed - the GREYHOUND and the T.J. POTTER.

The GREYHOUND was not a large boat, measuring 139'.3" x 18'.5" x 6'.4" and rated 180 tons. She was powered by high-pressure engines, 14 1/2" cylinders with a 6' stroke, and a very large paddlewheel that propelled her through the water at an astonishing rate. She was reportedly designed by Captain James Troup, brother of one of her owners, Captain Claud Troup. She was built in Portland by John B. Steffen and, shortly after her launching, taken to the Sound to be used primarily as a passenger carrier. By the time the BAILEY GATZERT was launched, the 'HOUND, as she was affectionately called, had beaten every fast boat on the Sound and her own-

ers considered her pretty much the "cock-of-the-walk." John Leary's boast of his new boats' speed would not go un-noticed or un-challenged.

The T.J. POTTER had also begun life on the drawing board of Captain James W. Troup. Captain Troup, who was now the Port Captain for the OR & N (the Union Pacific Railroad's water lines division) demonstrated his considerable skills by designing the POTTER when he was just 26 years old. His design was heavily influenced by the design of the Hudson River steamer DANIEL DREW, however, the POTTER had no large hog braces or bulky boilers on the guards, as did the Hudson River steamers. The T.J. POTTER was a picture of grace and beauty. Her slim racing hull was 230' x 35'.1" x 10'.6" and she was rated 659 gross tons. Her upperworks were taken, almost intact, from another steamer; the magnificent sternwheeler WIDE WEST. As the POTTER was a side-wheeler, slight modifications were needed to accommodate the wheel houses. The engines, too, came from the

WIDE WEST, and were re-configured to drive the POTTER'S big 30-foot side-wheels. Built at Wilmington, Delaware, the engines were simple high-pressure, non-condensing, with 28" cylinders, an 8-foot stroke and rated at 1200 horse-power. A large locomotive-type boiler provided steam at 150 pounds of pressure and was fueled by a huge wood-burning firebox; said to have been the largest on any river steamer in the Northwest.

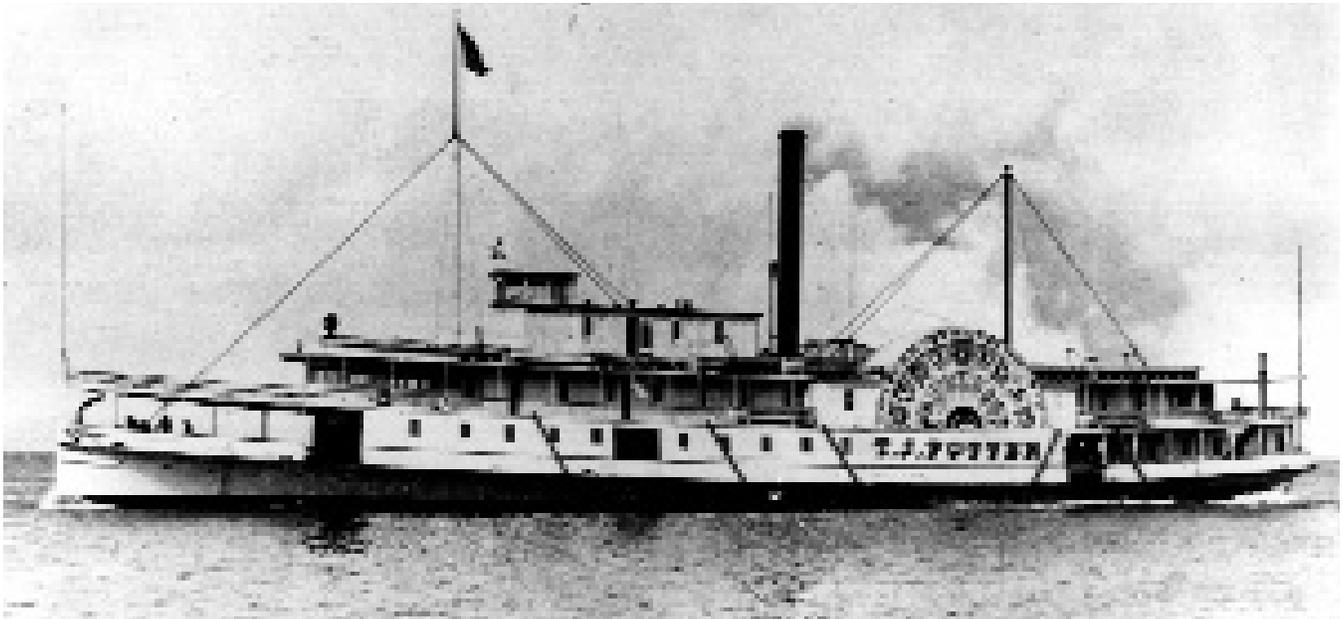
When master boat builder John B. Steffen launched her on May 29, 1888, from the North Yard in Portland, she was a sight to behold. She was a fancy boat, from her fine Wilton carpets to her ornate fretwork paddleboxes that resembled giant intricate doilies. From her lower deck to the grand saloon rose a magnificent curved divided staircase. At the head of the stairs hung the largest mirror in the whole Northwest and in the saloon was a grand piano, ornately carved in a case of birds-eye maple. Her broad decks extended fore and aft for casual promenades and watch

of the passing river. Her cooks were excellent, her fine meals a culinary delight, and her wonderful bar, with its fine glass and skilled and tactful bartenders, was said to have outshone any bar in the country.

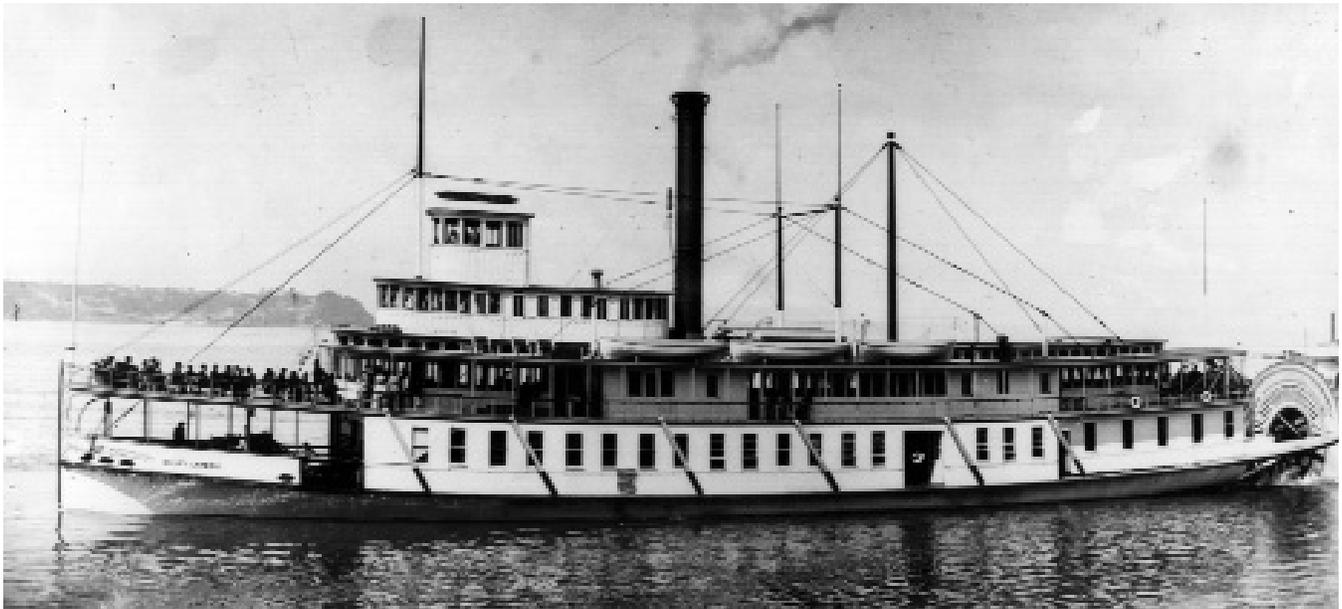
The POTTER ran for a short time on the seaside route, servicing the ocean shore resorts that had developed along the northern Oregon beaches just north of the mouth of the Columbia River, making very fast time on that run. She was taken to the Sound in 1889, for brief service, and then returned to the Columbia when the summer seaside business opened again. In September, 1890, Captain Troup decided to send her again to the Sound and run her with the little GREYHOUND to try and capture a share of the business on the developing Seattle-Tacoma-Olympia route. When the T.J. POTTER arrived on the Sound that September, the sight of a large, handsome sternwheeler could be seen nearing completion on the ways of the J.J. Holland Shipyard. Long, graceful and

well-appointed, the new boat looked to be a formidable rival. The POTTER had easily handled her other competitors, for Captain Troup had built her for speed, and she had never been bested. The BAILEY GATZERT, however, had been built in anticipation of competing with the likes of the POTTER; for business and for speed. Interesting days lay ahead for the BAILEY GATZERT, the T.J. POTTER, and the GREYHOUND.

On December 7, with steam up and finishing complete, the BAILEY GATZERT moved out into Seattle harbor and proceeded to Schwabacher's wharf, where she tied up. She remained there for a number of days while her owners made her ready for her trial trip to Tacoma. A few days before her run, John Leary, J.J. Holland and Captain George Hill confidently placed a gilded broom and a figure of a greyhound atop her pilothouse as a symbol of her anticipated speed supremacy and invited all comers to try and take them. This premature act infuriated Captain G.H. Parker of the GREYHOUND and Captain Archie



The long and graceful sidewheel steamer T.J. POTTER was built at the North Yard in Portland, Oregon by John B. Steffen in 1888 out of the notable sternwheeler WIDE WEST. She was designed by Capt. James W. Troup and ran for the Oregon Railway and Navigation Co. on both the Columbia River and Puget Sound and was one of the fastest and most luxurious vessels to travel the waters of the Pacific Northwest.



The BAILEY GATZERT ran Seattle to Tacoma for the Seattle Steam Navigation and Transportation Co. Her owners were so confident of her anticipated speed supremacy, they put the effigy of a gilded "Dog & Broom" atop her pilothouse even before she was put into service. This act infuriated the owners of the GREYHOUND and T.J. POTTER who were both eager to remove them from the new steamer.

Pease of the POTTER, and both eagerly awaited the opportunity to humble this cocky new rival.

On December 12th, the GATZERT was scheduled to leave at 8:00 a.m. on her initial run to Tacoma. A rumor circulated around the docks that the 'HOUND would be squaring-off with the GATZERT and with the FLEETWOOD (a small propeller steamer owned by U.B. Scott) on the run to Tacoma. The GREYHOUND patiently waited for the new boat to pull out, but the GATZERT would not leave the wharf while the GREYHOUND was still in the harbor. Seeing that the GATZERT was avoiding a race, and not wanting to delay her departure any longer, the GREYHOUND left on her run to Tacoma. Irritated because the GATZERT wouldn't race, the GREYHOUND sped after the FLEETWOOD, who had left at her scheduled time eleven minutes earlier. The GREYHOUND overtook the FLEETWOOD and steamed triumphantly into Tacoma harbor with the small propeller steamer wallowing in

the wake of her thundering paddlewheel. In explaining his reluctance to race, Captain Hill, of the GATZERT, said he had no intention of racing because he did not have enough water on board to make the 28-mile run on high speed.

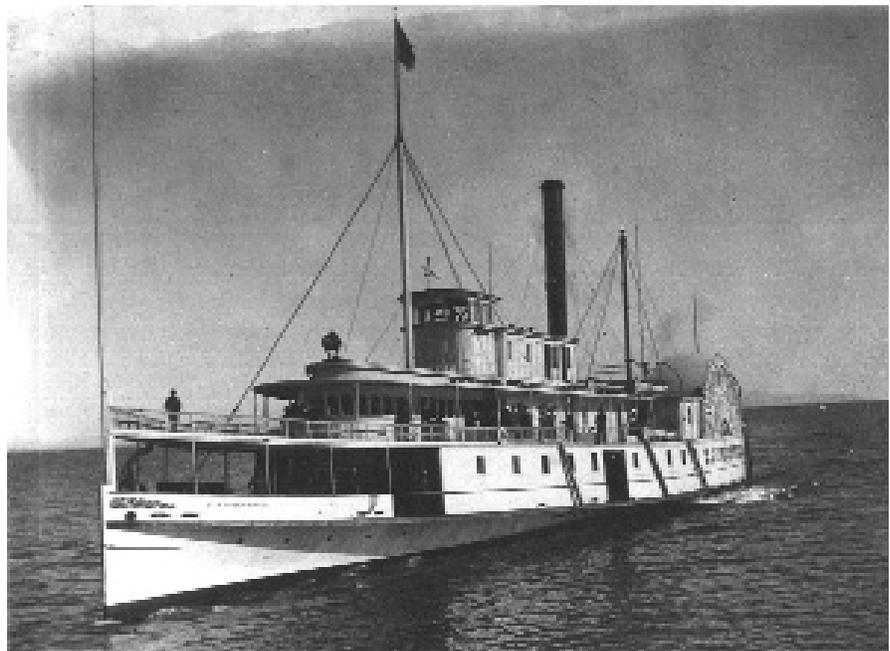
The evening of the GREYHOUND/FLEETWOOD encounter, when the T.J. POTTER arrived at Tacoma on her scheduled run, Captain James W. Troup met the big steamer at the dock. As superintendent of the Pacific Coast water lines of the Union Pacific and the designer of both the POTTER and GREYHOUND, Captain Troup had come all the way from Portland to see a contest between one of his steamers and the new BAILEY GATZERT. Disappointed that there had been no race, Captain Troup called a quick meeting with the local OR & N brain-trust and decided to force a race back to Seattle by holding the POTTER at the dock until the GATZERT left, even if they had to hold the big boat there until morning. There was much excitement when these intentions were

shared with the POTTER'S passengers, as they entered into the spirit of the contest and waited anxiously for the race. The excitement spread as bets were placed all along the waterfront. The waiting continued an hour past the POTTER'S scheduled departure time. When the GATZERT had still made no sign of leaving the wharf, arrangements were then made to send the POTTER'S passengers on to Seattle aboard another OR & N steamer, the NORTH PACIFIC.

Shortly after 6 o'clock the GATZERT finally blew her whistle and several minutes later her lines were thrown off. The engine room and fire pit of the POTTER then became a scene of lively activity. The stokers worked like demons as the big furnace roared. The strong arms of "Reub" and "Tom", which turned her big wheels, were greased, inspected and ready and chief engineer Smith had his coat off, which meant he was determined to set a new record.

The GATZERT got under way at 6:18 1/2 p.m. and a minute and

a half later the POTTER'S lines were thrown off. When she swung around into her course the GATZERT was well under way. The passengers and the crowd on the wharf gave vigorous cheers as the two vessels started out at full speed. With the GATZERT starting out with a good lead, the POTTER ran in close to Brown's Point and cut off some of the sternwheeler's advantage. After eleven minutes of running, the two vessels were side-by-side. In twenty minutes the POTTER fairly passed her rival and arrived in Seattle at 7:46 p.m., making the run in 1 hour, 26 minutes and establishing a record time. The GATZERT arrived six minutes later, in 1 hour, 32 minutes. After the race, Captain Pease, of the POTTER stated: "The Gatzert made a noble run for a stern-wheel vessel. She is a fine vessel, as fine a sternwheel vessel as I ever saw. But we wanted to get rid of the idea that she is faster than the POTTER. The POTTER has never been beaten." The owners of the GATZERT claimed that the race was made by order of her builder J.J. Holland, who was anxious to test her speed, and not by them. Captain Hill stated that he still wasn't ready to open the GATZERT up and race because "her machinery was new and had not yet been worn down to run smoothly." The captain also stated that "while the race naturally excited much interest, the traveling public did not look with much favor on racing between steamers. They would rather go quietly on their journey and arrive five minutes later at their destinations than break a record at the peril of their lives. The momentary excitement of a race," he stated, "simply was not worth the risk." The next day



The T.J. POTTER is shown here sporting the "Dog & Broom" atop her pilothouse - probably sometime shortly after the famous June 14, 1891 race with the sternwheeler BAILEY GATZERT. Although the GATZERT eventually broke her Tacoma-Seattle speed record, she retained these trophies even when she returned to the Columbia River. She would later lose them to Capt. U.B. Scott's incredibly fast sternwheeler TELEPHONE.

the Dog and Broom that had adorned the pilothouse of the BAILEY GATZERT were quietly removed.

After the POTTER'S victory over the GATZERT, the GREYHOUND'S owners grew even more anxious to test their speed and skills against the new boat. The owners of the GATZERT, knowing their machinery was still tight, and somewhat embarrassed by the recent defeat, were not anxious to have a "brush" with the 'HOUND, and on several occasions delayed their scheduled departure to avoid having another test of speed. Finally, on December 24th, Captains Parker and Troup of the GREYHOUND decided to play the waiting game, as the POTTER had done, and then overtake the new sternwheeler enroute, whether she wanted to race or not.

The GREYHOUND was held at her Seattle dock until the GATZERT finally left at 8:10 that morning. Five minutes later the

GREYHOUND started across the bay after the handsome steamer, which by that time was making fast water for Tacoma. The GREYHOUND, with her big wheel kicking up a furious wake, gained on the GATZERT steadily, and at Alki Point, there was but three lengths between the two steamers. The GREYHOUND passed the GATZERT before reaching Pulley Point and triumphantly steamed into Tacoma harbor almost a mile ahead of the GATZERT, beating her by eight minutes. The GREYHOUND'S time was 1 hour, 29 minutes. Captain Hill of the GATZERT claimed that he did not know there was a race, and - in any event - his boat was not yet fully in condition for fast running. He also stated again that the GATZERT was still too new to do good racing, and that the valves on her engines were not even open when the GREYHOUND passed. Whether this was true or not, the boasts of her owners had been successfully challenged twice

and the broom that had been removed when the POTTER beat the GATZERT, was transferred that day to the GREYHOUND.

On January 28, 1891, the GATZERT was taken off the Tacoma - Seattle schedule because business was slow and she was losing money. On February 4th, because of financial problems, the Seattle Steam Navigation and Transportation Company was sold to Captain U.B. Scott, who, with John Leary and others, formed a new company; The Columbia River and Puget Sound Transportation Company. On March 7th, under the flag of her new management, she was back on the Seattle-Tacoma run again with Captain Zephaniah Jefferson Hatch, one of Captain Scott's business associates, as master. With the colorful Captain Hatch in command, it didn't take long for things to heat up between the 'HOUND and the GATZERT again.

After considerable bantering between the crews and owners of the two boats, talk turned to action and, on April 21st, a race was scheduled to take place. The Tacoma dock was seething with interested observers as the two steamers made ready. At a little before 10:30 a.m., the GREYHOUND pulled away from the Tacoma dock, with her bow low and stern riding high, and waited for the GATZERT. Promptly at 10:30 the GATZERT whistled to cast off her lines. As she began backing away, her tiller rope became entangled between the shive and block and snapped. The break was hard to get at and she had to put back into the dock for repairs. The GREYHOUND patiently steamed about as the forty-five minute repair job took place. At 11:15, the GATZERT backed out and finally got under-

way. By the time the GATZERT reached Robinson's Point, she had left the GREYHOUND far astern. Then, unexpectedly, at Alki Point, the GREYHOUND began to rapidly gain on the big sternwheeler. At Duwamish Head she closed to within 500 yards. Upon reaching the shoal water, the GREYHOUND continued gaining as she was able to run a shorter course nearer the shore. The shorter distance allowed the lanky little sternwheeler to close within just two boat-lengths as the GATZERT, after narrowly missing a small sailing vessel, passed the finish line at the Seattle buoy. Her time for the run was 1 hour, 29 minutes; her fastest time to date. Captain Claud Troup of the GREYHOUND claimed that his boat had lost because during the time spent waiting for the GATZERT to make repairs before the race started, the GREYHOUND had used up a great amount of fresh water in her boiler and, about the time she passed Robinson's Point, she was forced to pump salt water into her boiler, causing her to lose steam pressure. Troup stated that only by heavy feeding of the firebox was she able to get back her steam and get back into the race. Still believing he should have won the race, Captain Troup commented: 'We'll wait for her and race her back and beat her, we will.'

As expected, the GREYHOUND did not leave for the return trip to Tacoma at 1 o'clock as scheduled, but waited for the GATZERT. At 1:45 the GATZERT whistled to cast off lines, and the GREYHOUND, with plenty of fresh water aboard, followed suit. Both steamers started off savagely side-by-side. This time the GREYHOUND forged ahead and took the lead. At Duwamish Head the

'HOUND was forty-five seconds ahead., and she kept the lead all the way into Tacoma, beating the GATZERT by a minute and a half. Her time was 1 hour, 30 minutes. Captain Hatch claimed that the race was lost because of "improper fuel" being used, and was willing to race again that same day, if the GREYHOUND people were willing. When the GREYHOUND'S owners declined a rematch that day, Captain Hatch of the GATZERT, confident he could win and wanting to settle the matter once and for all, drew up an agreement to race. The following is the agreement proposed by Captain Hatch:

AGREEMENT TO RACE

"Agreement of race between steamers Bailey Gatzert and Greyhound; purse to be \$300 a side. Course - from Tacoma buoy No.1 to Alki Point. Start - both boats to come up to a line off Tacoma buoy No.1 between the hours of 10:30 and 11 a.m., Sunday, April 26, 1891, under slow bells, three blasts of the whistle to be answered by the other boat if start is satisfactory. Decision - race to be decided by three judges, one to be chosen by each boat, they choose a third, and their decision to be final. And is further agreed that no breakdowns or any other reason or causes will be allowed to call race off; boats must run or forfeit stake money to boat making run over the above described course. All the foregoing terms are conditions to be in effect from the signing of this agreement by the masters of the steamers named herein."

Captain Z.J. Hatch,
Master, Bailey Gatzert

Captain Parker of the GREYHOUND, agreed to the race initially, but later refused to sign the agreement. Captain Hatch and others stated that the reason for this refusal was because having the finish line at Alki Point took away the GREYHOUND'S light draft advantage; she being able to lay two points closer to the shore between Alki Point and the Seattle Buoy, thus shortening the course about a mile to her advantage. The race was called off and Captain Parker's stake money was returned to him.

Disgusted at the GREYHOUND'S refusal to race, Captain Hatch, with the GATZERT still in racing trim, went after the T.J. POTTER. On April 27th, instead of leaving Tacoma at her regular time of half an hour after the POTTER'S departure time, she took off right after the big sidewheeler as it departed Tacoma Harbor. Pulling alongside she blew a challenge and the POTTER responded, as the engines on both boats were thrown wide open. By Robinson's Point, the GATZERT had established a minute and a half lead. Realizing that she would not be able to catch the GATZERT, the POTTER began to slow down as the GATZERT continued blazing a path to Seattle.

After the defeat (the POTTER'S first), the POTTER'S people claimed that their boat was in no condition to race, that they were loaded down with freight and not in proper trim. They also claimed that the GATZERT people knew this and were trying to take advantage of the situation. It seemed to be the general opinion of the people on the GATZERT, however, that the POTTER was fairly vanquished. Even some of the deck hands on the POTTER shared this opinion and expressed

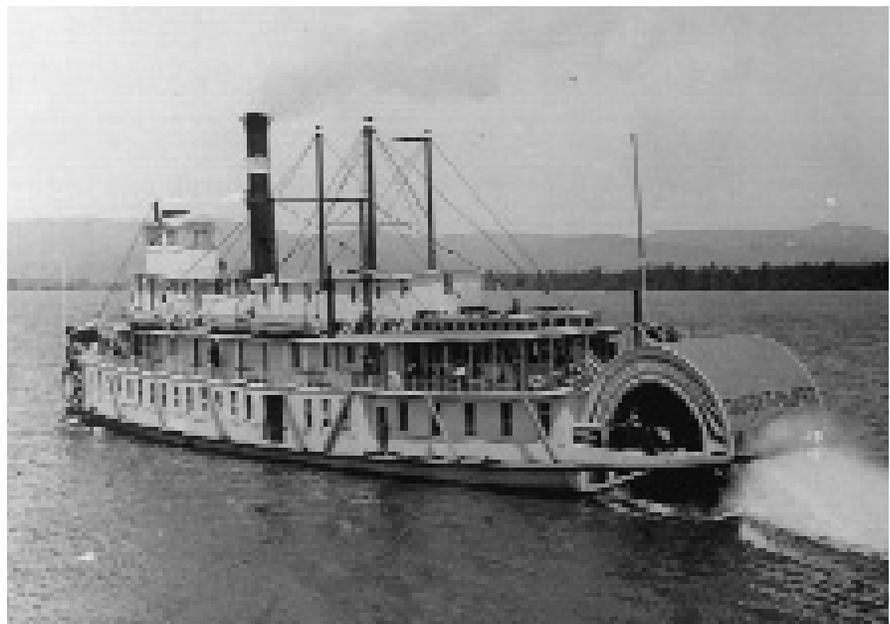
it freely. The second encounter had gone to the GATZERT with a time of 1 hour, 25 minutes; one minute better than the POTTER'S best time and previous record when she had beaten the GATZERT in December.

After defeating the POTTER, the GATZERT, with renewed confidence, began serious preparation to take the Dog and Broom back from the 'HOUND. Cords of the pitchiest slabwood were purchased and stored for the contest, and she was carefully maintained in racing trim, awaiting the first opportunity to take on the lanky little sternwheeler. John Leary's instructions were to "race the Greyhound anytime, anywhere, to

sels, the screw-propeller VICTORIAN; a boat they felt better suited to the waters of the Sound.

For some reason, on May 9th, the GREYHOUND decided to test the T.J. POTTER. Why the 'HOUND would choose to run against her big running mate isn't clearly understood; perhaps, since the GATZERT had bested her, she thought the big sidewheeler was vulnerable, and chose to try and add her to her long list of victims. This race would be the only recorded encounter between the two boats.

As both steamers were lying side-by-side at the Pacific dock in Tacoma, both pilots gave bells to back up at exactly 8:30 a.m.



The BAILEY GATZERT left Puget Sound to run on the Columbia River in 1892. She ran the lower river, was completely reconditioned at Astoria in 1895, lengthened and rebuilt at Portland in 1907 and ran the middle river until 1917. She returned to Puget Sound in 1918 to run the Navy Yard route as an automobile ferry until she was retired in 1922.

snatch those trophies away from her." It would still be a while before she would get the opportunity to do this.

On May 3rd, the OR & N announced that they planned to return the T.J. POTTER to the Columbia River sometime in June. She would be replaced one of Captain James Troup's new ves-

Both boats immediately righted and started ahead together, making a graceful circle of the entire harbor. As they slowly headed out toward Brown's Point, the GREYHOUND gave four impudent blasts from her whistle as a challenge and the steamers started away side-by-side amidst the shouting and cheers of the people

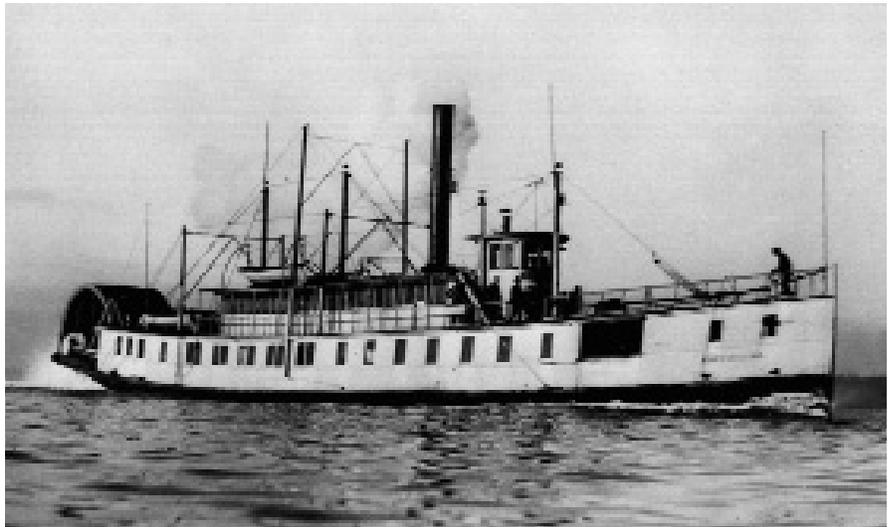
on the Tacoma docks. The GREYHOUND was in racing trim and quickly took the lead, holding it all the way. She arrived off the buoy in Seattle at 9:56; 1 hour and 26 minutes after leaving Tacoma. Captain Troup of the GREYHOUND stated: "We made splendid time, and for a boat like the Greyhound, the speed she made is phenomenal. We've been endeavoring to have a brush with the Potter and we've had it and won. Of course, I'm satisfied. Our defeating the Potter completes the list and we won't race any more. We have beaten everything on Puget Sound. The Greyhound has passed the Kingston, City of Seattle, Bailey Gatzert, State of Washington, Fleetwood, T.J. Potter, and, in fact, everything that ever made any claims to speed, and, as I said before, the Greyhound will not race any more."

Finally, on a bright day in May, not long after the "HOUND'S" victory over the T.J. POTTER, the BAILEY GATZERT accosted the little steamer as she was making her regular run across Elliott Bay. She had been waiting for this opportunity and was ready, and, with the GREYHOUND'S recent victory over the T.J. POTTER, this contest should settle, once and for all, which was the fastest boat on the Sound. She was in good trim with plenty of fresh water for good steam and her engines were sufficiently broken in and running smoothly. With her boiler straining from the heat of the specially prepared cordwood and her stack belching fire and an ebony banner of smoke, the GATZERT drew down on the little sternwheeler and sounded her passing whistle. Despite Captain Troup's statement of not racing any more, the

GREYHOUND responded, and with both vessels churning up a frothy wake, the GATZERT slowly inched around her nemesis. Captain Hatch of the GATZERT

was the faster boat.

At first opportunity, James Troup cornered John Leary on the Seattle waterfront, and a heated verbal exchange took



The speedy GREYHOUND continued running on Puget Sound long after both the BAILEY GATZERT and T.J. POTTER had left for the Columbia River. She was converted to oil-burning in 1907 and remained one of the fastest vessels on the Sound until she was retired in 1917.

held down his whistle rope in a steady booming blast for all to hear. As both vessels thrashed down Commencement Bay, the BAILEY GATZERT, with her Rees poppet-valve engines straining every bolt, stretched her lead out to nearly three lengths. On this day the "HOUND" could not catch her and the Dog and Broom were transferred to the GATZERT. Captain Troup told reporters that "this was just a temporary defeat and those trophies would soon be back on the GREYHOUND."

Late in May of 1891, Captain James W. Troup came up to Seattle from Portland on his monthly inspection tour of the OR & N's Puget Sound fleet. When he heard that his brother's boat had been defeated in an honest steamboat race, he really didn't mind, but the sight of the Dog and Broom on the GATZERT, a competitor, was quite intolerable to him. Besides, he had designed the T.J. POTTER and he knew she

place. "That tub of yours has got no business carryin' those trophies," Troup announced. "The Potter can run her ragged." Leary was indignant. "You better take that wallowing roller-coaster of yours back to Portland," he roared, "Our boat's going to run you plumb out of business." (Leary's roller-coaster comment was in reference to the POTTER'S habit of rolling from side to side in rough seas on the Sound. She was designed to run on the relatively quiet waters of the Columbia River and rough water was not to her liking and not kind to her passengers; many of whom spent more time leaning over the rails than in the saloon).

After being defeated by both the GATZERT and the GREYHOUND, the owners of the POTTER, realizing they would have to back up Captain Troup's challenge to the BAILEY GATZERT, issued this statement in the Post-Intelligencer: "The Potter is not

in good racing condition at present. She has not had the chance to keep in trim that the other steamers have. The Potter always carries heavy loads of freight and she has a very hard run and frequently meets rough water. Every Sunday the Greyhound lays up, as do most of the other steamers, and if any repairs are necessary, a chance is thus given to make them. With the Potter it is entirely different. We have absolutely no time to make repairs, such as we would like to make, and we only have one day off each month; then we wash the boiler. The Potter can cover the twenty-eight miles between Seattle and Tacoma in one hour and twenty minutes. Of that I am confident.

Before long the Potter will be put into condition to race, and we will make the time stated and beat all records. When we make the race we will extend invitations, and, if possible, will have a newspaper man on board to take observations and vouch for the accuracy of the steamers' time." Captain

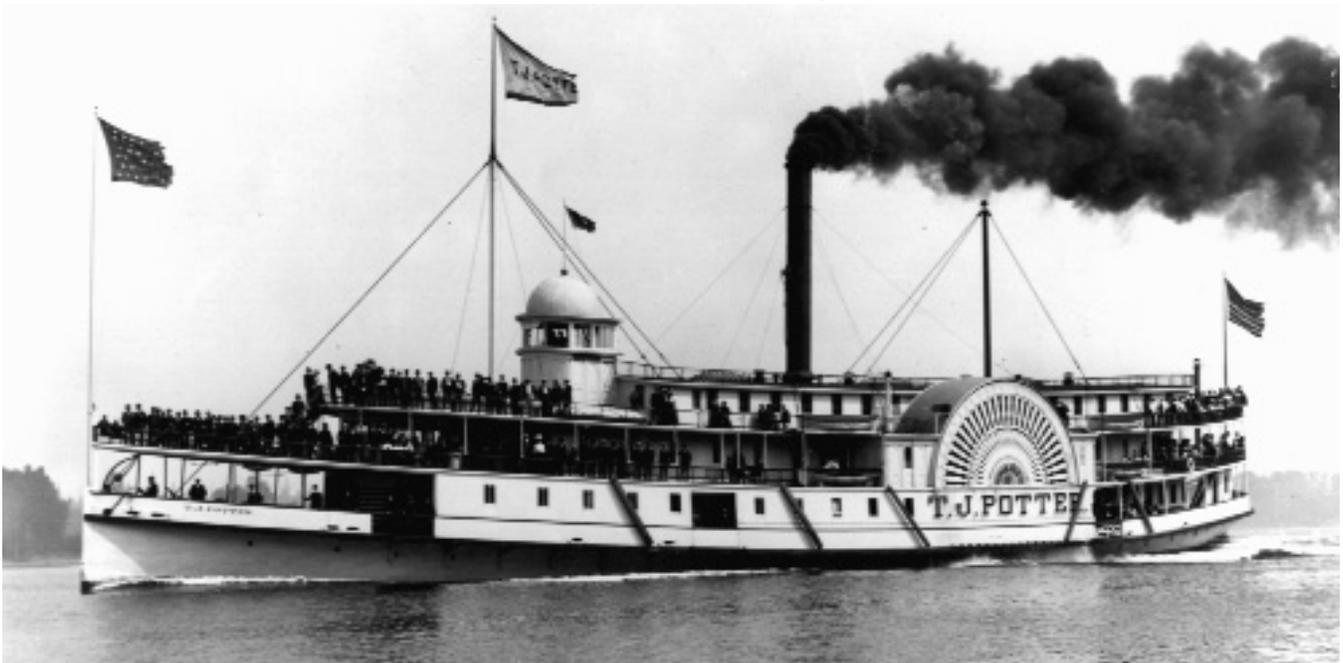
Pease had words of praise for both the BAILEY GATZERT and GREYHOUND. He said the GREYHOUND is phenomenally fast for a boat of her class, and of the GATZERT he said: "The Gatzert is a splendid boat. Her success as a racing steamer explodes a common theory among most steamboatmen to the effect that a steamer, to be fast, must have large power, be long and narrow and be limber. Now in the Gatzert is embodied perfection in the first two conditions of this theory; but as to the third condition, she is built directly at variance with this theory; for she is stiff and almost as staunch as a ship. She has speed, durability and elegance all combined, but - she can't race with the Potter."

In early June, both the owners of the POTTER and GATZERT agreed to a final contest to settle the question as to which was the faster boat. The race was set for Sunday, June 14, 1891. New bets were placed and old bets were renewed. Portland money was on the POTTER while Puget

Sounders backed the GATZERT. Both boats were carefully prepared for the big event. It was undoubtedly the most promoted race ever held on the Sound. On the day of the contest, places of business were abandoned so everyone could go to the waterfront and see the start of the celebrated contest.

Activity bristled on both the big steamers the morning of the race. Down in the engine rooms, the engineers and firemen readied themselves for a real sweat bath. Coal, pitchy wood and bacon rind to fire the boilers to super-intense heat were stacked and ready.

The POTTER, scheduled to leave at 10:00 a.m., backed out into the harbor with 100 passengers on board and waited for the GATZERT. At 10:45, the GATZERT departed and headed for the waiting POTTER. The POTTER rested motionless in the water as the GATZERT steamed by. Momentum at the start seemed to be with the GATZERT as she jumped out to a length and a half lead. Their massive pad-



The T.J. POTTER was completely rebuilt in 1901 at Portland, making her larger and more luxurious than ever. Although she received larger, more powerful engines, her once legendary speed was considerably reduced. She became the favorite boat for the monied gentry, known for her excellent bar and fine cuisine. She remained one of the most popular vessels on the Columbia River until she was retired in 1916.

dlewheels spun like giant egg-beaters and plumes of black smoke belched from their stacks as they churned the green waters into a frothy wake. Cord-wood was devoured by the fireboxes as if they were hungry demons. Captain Z.J. Hatch of the BAILEY GATZERT and Captain Archie Pease of the T.J. POTTER commanded their vessels with skill and discipline. It was a race to the finish; at stake, the coveted Dog and Broom.

Eight and one-half minutes into the race, just off Brown's Point, the POTTER had pulled even with the GATZERT. The tug SUSIE, with a group of enthusiastic observers on board cheered wildly as the boat saluted the two racers with her whistle; nearly exhausting her steam supply in the process. At Robinson's Point, the POTTER edged ahead by almost a boat-length. Passengers fortified with drinks kept up a steady line of chatter as the decks beneath them quivered and the stacks shot out open flame. The POTTER seemed to have a slight advantage, but it was still anybody's race. Suddenly, like a bolt out of the blue, with her paddlewheel turning its maximum 20 revolution per minute, an explosive roar was heard on the GATZERT. The passengers scattered about like frightened jack-rabbits in fear the steamer was about to explode. In fact, the intense heat going through her engine had caused enormous back-pressure in her smokestack exhaust line between the engine room and the exhaust nozzle. With this tremendous pressure, the nozzle stripped away and shot upward through the stack with a sound like a cannon-shot. The nozzle soared like a mortar shell high into the air, then plummeted down into the depths of the

Sound. Without the nozzle, the GATZERT could not keep up her steam pressure and her speed was substantially reduced; the race was over for the BAILEY GATZERT. The POTTER kept barreling her way to the finish line, showing no mercy. Passengers on the GATZERT, knowing the race was over, gathered at the bar to drown their sorrow. There wasn't a dry eye on board.

The POTTER tied up at her Seattle berth amid the wild cheers of her passengers, with her whistle blowing and brooms flying from every masthead. Across the sidewheelers forepeak was a barrel, and over the barrel was placed a stuffed effigy. Above this was hoisted a banner on which was painted in glaring letters, "The Gatzert Is Dead!" Captain Pease was the first down the gangplank. He headed for the dispatchers to get a wire off to Captain Troup who was at his Portland office. His message read: "Passed Gatzert: Time 1 hour, 22 1/2 minutes." Troup's reply contained but three words:

"Get the Dog."

When the GATZERT finally arrived, Captain Pease and several passengers went to Captain Hatch and demanded the gilt Greyhound and Broom that stood atop the pilot house. Captain Hatch graciously turned these over to Captain Pease who had them mounted atop the pilot house of the T.J. POTTER. To guard against the possibility of the time being disputed, and to preserve the fact that the record was broken, a notary public was sought out and an affidavit was sworn to by several officers and passengers on the POTTER, stating the date, the time of arrival and departure, and the

times for the points in between.

On June 16th, backers of the GATZERT protested the outcome of the race and howled for a rematch. Captain Hatch challenged Captain Pease to "just one more race." Captain Pease agreed, and the day for the rematch was set for the following Sunday, June 21st. A large crowd gathered on the Tacoma dock in a drenching rain, but at the last minute, the GATZERT was chartered for an excursion to Seattle and the POTTER, not wanting to delay her departure, left for Seattle and did not wait for her. On June 25th, the POTTER left the Sound to return to Portland and the Columbia River trade with her trophies as the champion flyer of Puget Sound still intact.

Still smarting from the defeat, and frustrated at not getting a rematch, the GATZERT did the next best thing; she went after the POTTER'S record. On October 30th, with Captain Harry Struve in command. she lowered the Tacoma-Seattle record, while racing again with the GREYHOUND, when she blazed the course in 1 hour, 21 minutes and bettering the POTTER'S time by a minute and a half. The GATZERT'S owners requested the trophies be returned, since the POTTER no longer held the fastest time, however, the Dog & Broom remained with the T.J POTTER as a symbol of her great speed and of the day she beat the BAILEY GATZERT for the title of Speed Queen of Puget Sound.

