

APPENDIX B.1

CITY OF CORPUS CHRISTI, TEXAS

Identifying or sensitive information has been redacted.

Corpus Christi Survey Question 29 Responses

Q29. What else would you like us to know?

SPECIFIC REQUEST OR RECOMMENDATION

Courthouse

- Tear down old county courthouse by Chaparral. It's an eyesore for the city.
- Demolish the old Court House. It is an eye sore to the city.
- The court house should be torn down. Heritage Park should be renovated and allowed to be used for private functions to help pay for upkeep.
- Tear down the old County Courthouse if private enterprise cannot use it, with minimal cost to the County and City. We have invested much too much in it already and it isn't an architectural treasure, merely a conglomeration of many styles.
- You need to be very aggressive in spearheading demolition of the old courthouse - it is a dangerous eyesore.
- Tear down the old county courthouse. No real viable use for that building.
- Love people, use things. Because the opposite never works. If we loved the old courthouse building like we say we do, we wouldn't let it become what it has today. It's disgraceful to let something rot in the heart of a downtown marina.
- (larger comment in general support) Also, please don't tear down the 1919 Nueces County Courthouse! It would be a gorgeous hotel/venue. I do understand it's a County property but it's still in this city.
- Preserve the Old Courthouse now!
- I renovated the old bus station on Chaparral street (BUS-Bar Under the Sun) I know it's not very old (1960s or 1970s) but it was very important for us to restore and not tear down. I'm also involved with the Ritz theatre and look forward to restoring that too! I feel like it hasn't been able to get very far due to the state of downtown when CCPatch was formed in early 2000s. Downtown now has a new momentum, and the time is now! Also, please don't tear down the 1919 Nueces County Courthouse! It would be a gorgeous hotel/venue. I do understand it's a County property but it's still in this city.

Ritz

- Pour all the love you've got into The Ritz please! It is one of the most viable projects downtown that could increase income for the city and do so much more. It is perplexing to me that we have struggled for SO LONG to get so little attention from the city. We fought so hard (and are definitely very grateful) for the TIRZ money that helped us get our roof fixed. The fact that it took from 2006 until 2019 to make that happen is pretty sad. I have hope, getting surveys like this, that maybe things are changing. I believe this is a new era for downtown and The Ritz. Let's not wait 13 more years for the city to support The Ritz please! The Ritz needs your help.
- Help the owners with the Ritz theatre
- Rebuild the ritz
- The Ritz deserves to be historically preserved and renovated back to its original design.

Downtown

- Downtown needs to be revived with cool, fun shops in the old buildings. It has so much potential.
- I would love to see signage especially the Downtown area like Galveston (the Strand), Furman (who lived in those once lovely homes which was known as Millionaires Row).
- Downtown
- Need a TAMUCC school of business, government and public policy DOWNTOWN, with apartments and parking garage.
- Keep improving the downtown and North Beach areas.
- It is important for our downtown area to be the center point of this project.
- The city needs to exponentially increase its investment in its cultural heart - downtown. There is no more obvious answer for how to grow this beautiful yet still struggling city. Call it a historic district if you want to but get more money into this region at almost any cost.
- Please keep downtown and the older buildings / advertise dinners and dancing areas like back in the 60's, 70's people of all ages went downtown. Now only young people go downtown. Why ?

Flour Bluff

- Help streets in Flour Bluff
- I want Flour Bluff cleaned up and used to it's potential!

Streets/Infrastructure

- Concrete not asphalt for roads.
- The City of Corpus Christi needs to fix many streets that are so bad drive; this includes the West Side and South Central streets in our city.
- I would love to see a portion of the streets made permanently pedestrian only, like so many cities have such as Boulder, Miami, Denver.
- Make improvements in neighborhood streets especially on Johnston street where it leads to the Cunningham@Southpark Middle school. Also around Moody High school where traffic is high the street there needs, needs to be fixed Thank you.

- I believe improving the connecting Corridors, such as leopard and Lipan streets, staples street, and Agnes and Laredo streets from the Westside to downtown and other older parts of the city Will help the development of historic districts on the westside simply because these street Corridors are historic in themselves.
- First & foremost streets need to be fixed before anything else.
- We need to fix our older neighborhoods instead of just continuing to spread out on the westside. Our city is becoming too spread out and it make maintaining the infrastructure very difficult.

North/North Beach

- Corpus Christi needs to be cleaned up, maintained on a daily basis, Shoreline/Ocean Drive & the bayfront should be pristine as a showcase for all tourists to the city. After all, our bayfront is our BEST ASSET! For the taxes the property owners pay, the Ocean Drive street should be kept up weekly. Also, North Beach is an eyesore & could be a prime tourist destination with hotels & restaurants.
- Please emphasize North Beach as a historical place. The NBCA North Beach Community Assn. and the City are completing a history plaza near the USS Lexington. It will be called the Breakwater History Plaza to open in 2021.
- Corpus needs to focus on helping the north and west side to get it safer and more financially stable

Miscellaneous properties

- The city has totally neglected the native burial ground along Ennis Joslin. This is the second largest archaic burial ground in the state. A historical marker, educational markers in Hans Suter Park, and protection of the site against any further development is needed.
- The city should give coastal land to native Americans in order to create a casino
- Many places...for example...Oso Pier... are of the age where they meet the 50 year criteria and had such a rich history to tell and preserve. I would hope that the City identifies these areas and reaches out to these property owners in order to encourage preservation for future generations....The local Naval Air Station and it's surrounding bases are another example...
- Preserve an old hotel near heritage park
- Old Bayview Cemetery needs more attention
- We need apartment buildings with water view at ocean drive
- Help the low income neighborhood around Evans improve their homes.
- The city should also encourage the use of outdoor spaces in these areas, like the vacant lot I hear Water Street now owns between Chapparral and Water St for outdoor music/eating venues.
- Most CC citizens are sad to see the mansion on Ocean Dr demolished for a new housing development.
- The owners should be accountable for their own properties.
- Need to fine litterers. Haul off junk cars. Outlaw lawn parking. Cut back trees obscuring views as on Clifford & Santa Fe intersection. INCENTIVISE PLANTING SHADE TREES ON EASEMENTS NEAR STREETS to create a cooler CC TX.

CONCERN OVER STATE OF PRESENT OR FUTURE OF CORPUS CHRISTI

- So many historic buildings are being torn down. Our city looks like a ghost town.
- Sadly much of CC's historical assets have been demolished, removed or left to deteriorate.
- On my property at 722 Elizabeth Street, they put up a city sign on a crooked slab to harm the looks of my property. I tried to straighten the huge ugly slab without success. They recently allowed an internet company to put up a junction box in front, breaking sewer lines, and destroying part of my lawn. When I complained it was without a permit the city did nothing. They overtax the property. They destroyed the view and the neighborhood driving homeless into the area by moving the City Hospital to Shoreline, as well as destroying the Memorial Hospital area. Years ago, I repaired the front curb, and it needs repairs again. I did not need any incentives, but I did not need the cities negligence nor failure to provide even basic services.
- I do hope that for once you'll listen to the people of this community. Things need to change here in order for this city to finally reach it's potential.
- Historic properties should not be allowed to sit and rot for years, these should be ceased by the city if they are not taken care of, this is a legacy for all the citizens not just the property owners.
- Corpus has so much potential but, unfortunately it seems years behind other cities in a lot of aspects. It would be wonderful to see a renewed interest in historical areas in and around the city.
- Corpus Christi is falling behind other cities. We're too reactionary and not visionary.
- Stop just letting this city go to hell with abandon buildings and take an initiative on doing something with them.
- As a new resident to Corpus, one of the biggest draws was its history. To think that a historical site could be torn down on a whim is heartbreaking. There needs to be an application process prior to purchasing these properties, so the buyers understand what they are buying historically and what they are expected to do as far as renovations go. Too many places are sold, and the new owners, starry eyed, have no idea the scope of work required to renovate.
- Just very sorry that there're not many historic buildings in Corpus like in the rest of Texas. Even very small towns have preserved their history.
- Why the promotion of historic buildings is good thing for the city. I feel there is a big disconnect from the majority of residents here from wanting to be more civic in their community or to want to be "Corpus Christian". Unlike say Austinites or Houstonians.

RECOMMENDATIONS OR ATTRIBUTES NECESSARY FOR PRESERVATION WORK

- To know the roots of the city
- Work with COSA and other municipal staff to understand what works and what doesn't. Enforcement and incentives are both equally crucial. Social media and programming educating public on the values of preservations is also crucial. You need buy in from the public!

- Public/private partnerships are essential as are zones that promote the public good whether in housing, creativity, recreation, historical preservation, etc. Corpus Christi has a lot of untapped potential in these areas.
- Incentives to get businesses to do their part in preservation. Give incentives to help preserve and restore old business buildings instead of tearing down, get access to main street programs.
- Treasure all that is old and new about the city. Incorporate tours of historic places into school field trip opportunities to foster education and appreciation of the community.
- I see a bright future for Corpus Christi if the City can seriously consider the recommendations from this report. I have seen Historic Preservation allow cities to boom with culture, economic development, and social capital, so long as people change their perspective and see it as positive development, rather than restrictive. It's all in the narrative that the City decides to speak. What I hear is that people see the National Register (and also HP in general) as "limiting" and "restricting" (negative verbiage), but when the narrative changes to "protecting", "empowering", "economic growth" (positive verbiage), the perspective starts to shift. This is especially important if it comes from larger entities, like the City. Essentially, the perspective shift needs to start from the core- the City itself- and lead by example. Let the people know that history is beneficial.
- Preserve things that represent Corpus.
- Tradesmen in the construction business might be vetted by the city, based on prior project outcomes and costs, to aid property owners in choosing a company for their work. The local Historic Museums and the extensive photographic archives of Doc McGregor's Corpus Christi, could made available to a homeowner taking on a project, to show the aesthetics of the period that their home was built.
- Anywhere you have a cluster of homes that are aged 70 years and older that exhibit a historic style of homes/buildings should be preserved.
- Please make a FB page/website where residents can find upcoming plans and ideas. Right now, it looks like nothing is being done.
- Work with other institutions to better understand why historic preservation is important.
- Educate residents on what is their legal responsibility to maintain on businesses and homes. Do Your Part Corpus Christi would help homeowners know what they must maintain adjacent to their homes and businesses, such as the street, sidewalks, leaves and grass and dirt in streets, trees, fences, alleys, trash, gates. CC should utilize social media and.the.news to tell people what they are responsible for so we can beautiful CC.
- general information on small business development
- There needs to be clear qualifying guidelines and a Board that has a good range of thoughts that can properly assess structures. Just because a home is old means it should be Historic.... however, quality homes that are should be helped and developed to boost character in the city.
- Some of the buildings should be tore down.
- How preservation rules will be applied so they do not impede the ability for improvement or create such undo cost and other challenges making it impossible to preserve or renovate.
- Ensuring that buildings are safe and have updated fire protection like fire sprinklers and fire alarms is one of our main goals. Other areas of the country have been able to re-

purpose historic buildings and maintain the unique architectural appearance while at the same time "hiding" sprinkler piping or fire alarms is possible.

FISCAL AND RESOURCE ALLOCATION CONCERNS

- Don't spend money we don't have. I have lived here for 20 years, every time I go to the Watergardens park the water feature is broken and the grass is unkempt. This should be one our premier spots. Now we are even considering spending money on something that owners should do themselves
- Historic districts and building preservation is great but what about rundown areas in town that need revitalization, such as most of the Westside, north Staples and along Ayers? These areas of town are rundown and no one wants to live or work there. We need to focus our energy on these areas of town so that growth does not only happen on the southside. Another huge issue is homeless and vagrants in these rundown areas. People do not want to work/live/play in areas where they do not feel safe. We need to focus energy on helping our homeless and working poor.
- I am tired of realtors using the city coffers to line their pocketbooks.
- Stop allowing building to sit for so long they have to be torn down. Clean up downtown for locals and stop wasting money on water parks or features that ppl swim in are filthy. Clean up what you have now. Fix streets first they are terrible and stop charging tax payers
- Provide a web link to voice concerns or interests that can help the city avoid costly repairs or avoid federal fines e.g. Swatner Park was improved/repared. Concerns were presented to city council member and years later park issues were addressed.
REDACTED The suggestion could save the city great funds preventing damage to the seawall.
- Majority of the buildings can't be saved. They are lowering property values and reducing Revenue they city could be using to improve actual historical landmarks.
- Due away with personal property taxes for businesses. Local business' need a break from the City not an extra hurdle to deal with. The City should reduce residential property taxes. They are too high for the average blue collar worker city. I moved here from Phoenix, AZ. I had a bigger residential property there & paid less property taxes.
- You need to be putting taxes on absentee owners and vacant buildings. Stop with the tax abatements. Give tax breaks to people who have lived in Corpus their whole lives.
- All city residents feel penalized with the unfair home tax rates. This hinders a sense of community. The city needs to revisit this and allocate all city residents including mon homeowners. This is a must!
- If someone knowingly purchases a home that must follow historical guidelines there should be not be incentive or grants to assist that homeowner. The purchaser knew in advance the conditions of the purchase. I believe for a business space incentives should exist since there will be a return on the investment for example employment opportunities.
- More businesses (downtown) means more work.
- As a person who moved to CC from another state, I would find these efforts and the subsequent increase in interesting things to see and do a valuable contributor to my

willingness to not only continue to live in CC but to stay here on weekends and spend my money here.

EXPRESSED GOAL OF TOURISM

- I feel that there should be mystery shoppers that work for the city. Rate your property and offer incentives for homes or business that keep them clean especially for tourists. Maybe offer a holiday, "Light Up or Fiesta Program" which means you get incentives for have Christmas Lights up during the Holiday Season. Families and Tourists really like to see the city come to life. I can explain more whenever you have a meeting.
- Fix the streets...it promotes tourism!!!
- Fix our streets before tourists head this way.
- This city can re-establish itself as the jewel of the gulf coast and bring tourism back. We need to cut out the dead/decaying and modernize. Provide favorable tax incentives for businesses, reimagine what downtown can be and make it a destination that is safe and family friendly. Also, reign in the out-of-town property squatters who are not doing anything with their properties.
- Corpus Christi is not a historic community in that people would visit solely to see the historic buildings

EXPRESSING GENERAL SUPPORT FOR HP/THIS PROCESS OR COMMENTS ON SURVEY ITSELF

Expressing gratitude

- I am glad you are doing this...just stick with it ...
- Thank you for including historic preservation in your planning and conducting this survey.
- Thank you for doing a survey like this! First time I've seen one!
Thank you
- Do it. Do it now.
- Good work!!
- I appreciate your efforts to preserve, protect & restore. 😊
- Thank you.
- Too much to talk about but thank you for the survey.
- I appreciate a chance to provide input.
- Look forward to seeing what ideas this survey generates from the input gathered.
- I enjoyed being part of this survey. Great moving forward City of Corpus Christi!
- Great survey. Well done!
- Thank you for asking my thoughts and ideas. I appreciate being able share.
- Thanks for doing this!
- Happy you are at least taking a step forward to looking at potential historical districts.
- keep up the good work. keep people informed.

- I love what y'all are doing and I am honored to be a part of the mission to restore and KEEP our history alive; without history, what and WHO ARE WE?
- Good questions.
- I think you covered it all.
- Thanks!

Desire to get involved

- I would love to be involved in this endeavor.
- I am very interested in participating in this effort. Please consider me for any committees in which you are seeking more detailed input and planning.
- What can I do to help?
- I am available to assist in any way that is helpful. REDACTED
- I would love to assist in anyway - REDACTED
- Survey process comments
- Publish the results of this survey.
- I hope we can receive the results of this survey. •What is your next step after this survey? YOU SHOULD KNOW THAT IF I didn't go back to check the bubble I selected, it somehow disappeared. I had to rebubble my selection. I hope there is not a flaw in this instrument.
- The way your survey was set up, I could not record comments without erasing the response I had selected so I couldn't explain my answers. :(
- I suggest stop asking the public for advice. The general "public" haven't a clue as to how to fix anything. Bring an outsider in to manage the revitalization.

Expressed general support of Historic Preservation

- Instead of making all new buildings we need to improve the existing ones.
- Thanks for this renewed interest in historical buildings!
- I really hope Corpus can keep some of the history alive. There's just something about being in the building that has withstood so much time and may have a rich history.
- I live in Bessar Park, in an older home, which we renovated with the help of an architect. It belonged to Temple Bethel and was the former home of BeBe and Rabbi Wolfe. Wishful thoughts about how our renovations may have impacted the neighborhood! 20 years ago!
- The city has so many historic buildings that have remained in place for decades and forgotten about since everyone seems to want to build out and live on the Southside. I think the City has a fantastic opportunity here to create an historic preservation plan to maintain the unique character of the City and would incentivize locals, small business owners, and prospective companies, interested in relocating their corporate offices, to rebuild and rehabilitate in the older neighborhoods. In turn, the City creates an opportunity to increase the tax base with infill development and re-using existing infrastructure, and not having to resort to costly annexation and possibly minimizing suburban spawl.
- That there is so much to learn and love about our city's history and the buildings that shaped that history! We must cherish them! I've always wanted to contribute to the preservation of our city's past and use all this knowledge that I've acquired through oral and written history! REDACTED. Thanks! 😊

- Corpus is a beautiful place when it's improved like other cities and taken care of as far as progressing as other cities do.
- Corpus is our home. We'd love to preserve it's history while still helping it into the future.
- These types of programs should have been looked into years ago.
- Preservation of The Past Builds the Foundation for the Future
- Questionnaires like this are good but most citizens will only be economically driven, even if they enjoy historic areas elsewhere. They do not understand that in order to have that others things had to be rejected. Everyone wants businesses to come to Corpus, but businesses do not follow that want, they see a community that checks the boxes and goes there. The community cannot check these boxes if they are always chasing that bar. They have to grow and become that on their own. Corpus has been chasing that bar since the 1950s instead of investing in itself and creating a culture and community of strength.
- I hope something positive comes from this!
- I love Corpus Christi's old buildings, old houses and I enjoyed taking part in this survey. I REALLY would enjoy learning a hands-on trade to help revitalize our beautiful city's treasures.
- **REDACTED** I think we are on the right path. I feel this is an Important step to helping those who are already in the process of trying to keep these places alive. I feel with the city support, we can accomplish Historic Restoration goals! Thank you for your time.
- Getting something like this is a long time coming, and I hope it pans out.
- We appreciate the hard work of the Downtown Management district
- Glad there is this ongoing project
- Historic preservation is new to the city. So glad to hear the plan is being updated.
- Thank you for providing this opportunity to help make decisions regarding the place where I live.
- City needs more older buildings saved
- I'm glad to see this happening

MISC

- it would be lovely if residents of Corpus Christ could transition from speaking of its 'potential' and start to realize a contemporary 'reality' that can compete with other similarly sized cities.
- Please help historical district
- Monuments, statues
- PLEASE bring us TRADER JOE'S & COSTCO, to start!!!! I'm tired of going to San Antonio for it. Other stores needed: Nordstrom Rack Aldi In-N-Out IKEA BUCCEE's Pei Wei Top Golf iFly Brueggers Bagels or Einstein Bagels Taco Palenque Pappasitos
- Good to see many street repairs being completed and neighborhood roads being repaved. I would like to see more trees planted and the park grasses being cut on a timely basis. Also, need benches for us older folks to sit in the parks. Less cars in walking areas, and

safe places to sit and enjoy the water, beach. Disappointing to see cars on the beaches. Keep trash receptacles emptied on a timely basis. Instruct school children the importance of taking care of animals, and putting trash in its place.

- The city should help with landscape maintenance for historic areas and ALL parks, not just the mass popular parks.
- This is REDACTED.
- A pier or boardwalk with restaurants and rides, maybe 🤔

Misc. subsection

- I am tired of people re-naming and/or tearing down historical sites for political reasons or any other reason
- Fountains, buildings, homes, or any structures deemed historical should not be removed or torn down due to pressure from political groups. If it was deemed historical at any point, it should remain
- The homeless population is not a coincidence. Some of those folks have been bussed in from Austin and San Antonio. I spoke with some from Robstown who came in from Nebraska.
- Include more culture for Italian Americans in the city, start by Reinstating Columbus Day
- We should give rid of the old daughters of the confederacy statue since it was paid for using blood money.
- Stop putting American flags on the graves of Confederate soldiers
- Remember this is a free country and be careful what rights you are looking to gain control of.

COMMENTS ABOUT SPECIFIC PERSONNEL REDACTED

NON-ANSWERS

- There's probably more I can't think of right now!!!
- Don't know but you can be assured you will hear it later.
- There will probably be more thoughts passed on to the city as the information is recalled.
- I grew up in this town, but it's been a while since living here so not familiar overall with the city anymore... sorry I can't be of more help.
- Can't think of anything
- Nothing more at this time.
- Nothing at this time.
- Nothing
- No Response
- N/A
- N/A
- N/A
- Na
- N/A

- Na
- n/a
- Xxxxx
- 1

APPENDIX B.2

CITY OF CORPUS CHRISTI, TEXAS

Historic Preservation Plan 2021

Graphic design contributions

I offered guidance on formatting and organizational notes to make document easier to read and follow a flow. I also created graphics to help the information be more digestible.

Document formatting:

		<p>GOAL 1: PROMOTE HISTORIC PRESERVATION AS AN ECONOMIC DEVELOPMENT TOOL</p>	
		<p>TASK 1: HIRE A FULL-TIME HISTORIC PRESERVATION OFFICER</p> <p>Part of STRATEGY 2A: Build capacity (knowledge, skills, and experience) in City staff and Landmark Commission members.</p> <p>This position should be filled by a preservation planner who meets the Secretary of the Interior's Standards for Professional Qualifications in Historic Preservation as outlined in 36 CFR 61 (https://www.nps.gov/history/local-law/arch_stnds_9.htm).</p> <p>The ideal candidate will have experience with ordinance revisions, commission training, historic resource surveys, National Register nominations, and working collaboratively with the Texas Historical Commission, County Historical Commissions, other state agencies and city departments, and a preservation-focused nonprofit partner.</p> <p>Once a full-time historic preservation officer is hired, that person can dedicate 100% of their time responsibility for implementing the historic preservation plan.</p> <p>ACTION ITEMS</p> <ol style="list-style-type: none"> 1. Develop a new Preservation Planner position description. The position description should explicitly call out basic requirements for preservation education and experience, as well as preferred characteristics. Our experience with other cities has shown that using a generic planning position description will result in applications from candidates who do not have the preservation qualifications needed, which wastes everyone's time. 2. Post the position nationwide. To reach experienced preservation planners, we recommend posting this opportunity to the PreserveNet job board and the Historic Preservation Professionals group on Facebook, as well as sending it to university preservation programs, which can circulate it to their alumni. All of those options are free of charge. <p>RESPONSIBLE PERSONS</p> <p>Assistant Director of Development Services</p> <p>RESOURCES REQUIRED</p> <p>Human Resources assistance to create a new job description</p> <p>PRIOR PRESERVATION ACTIVITY REQUIRED</p> <p>None</p>	
44	Corpus Christi Historic Preservation Plan 2021	PRESERVATION FUNDAMENTALS	45

LONG-TERM GOALS

Historic preservation goals for
the city of Corpus Christi

GOAL 1

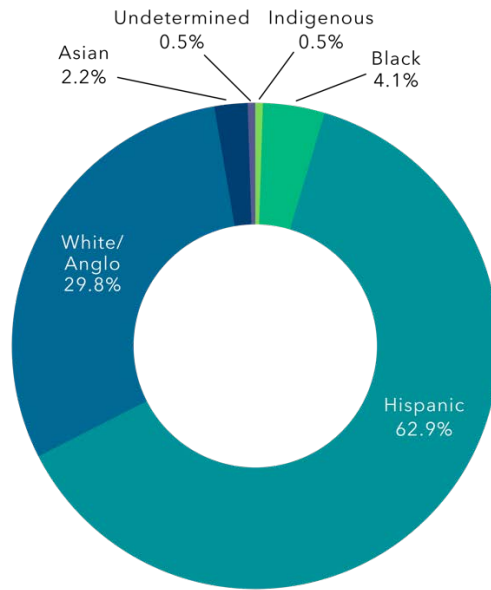
Promote historic preservation as an economic development tool.

GOAL 2

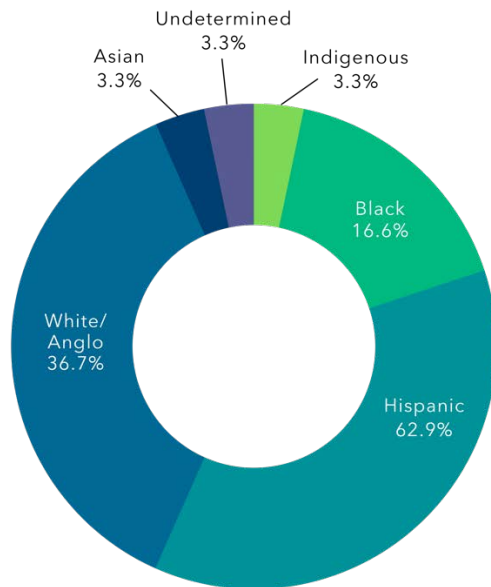
Build City capacity for historic preservation.

GOAL 3

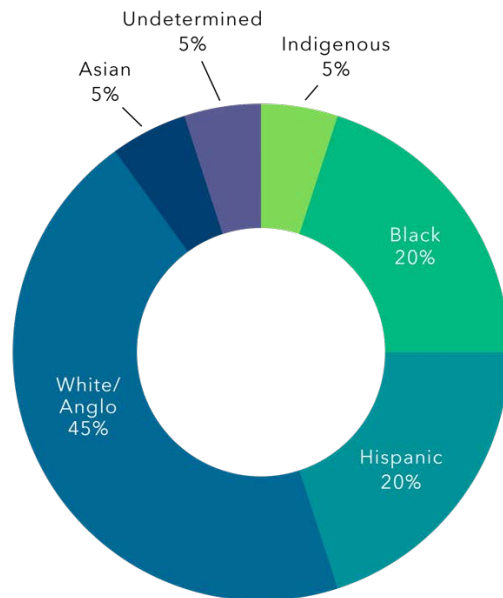
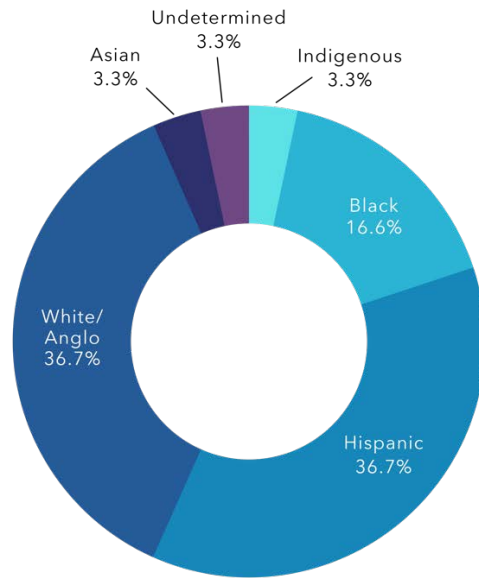
Enable community driven historic preservation.



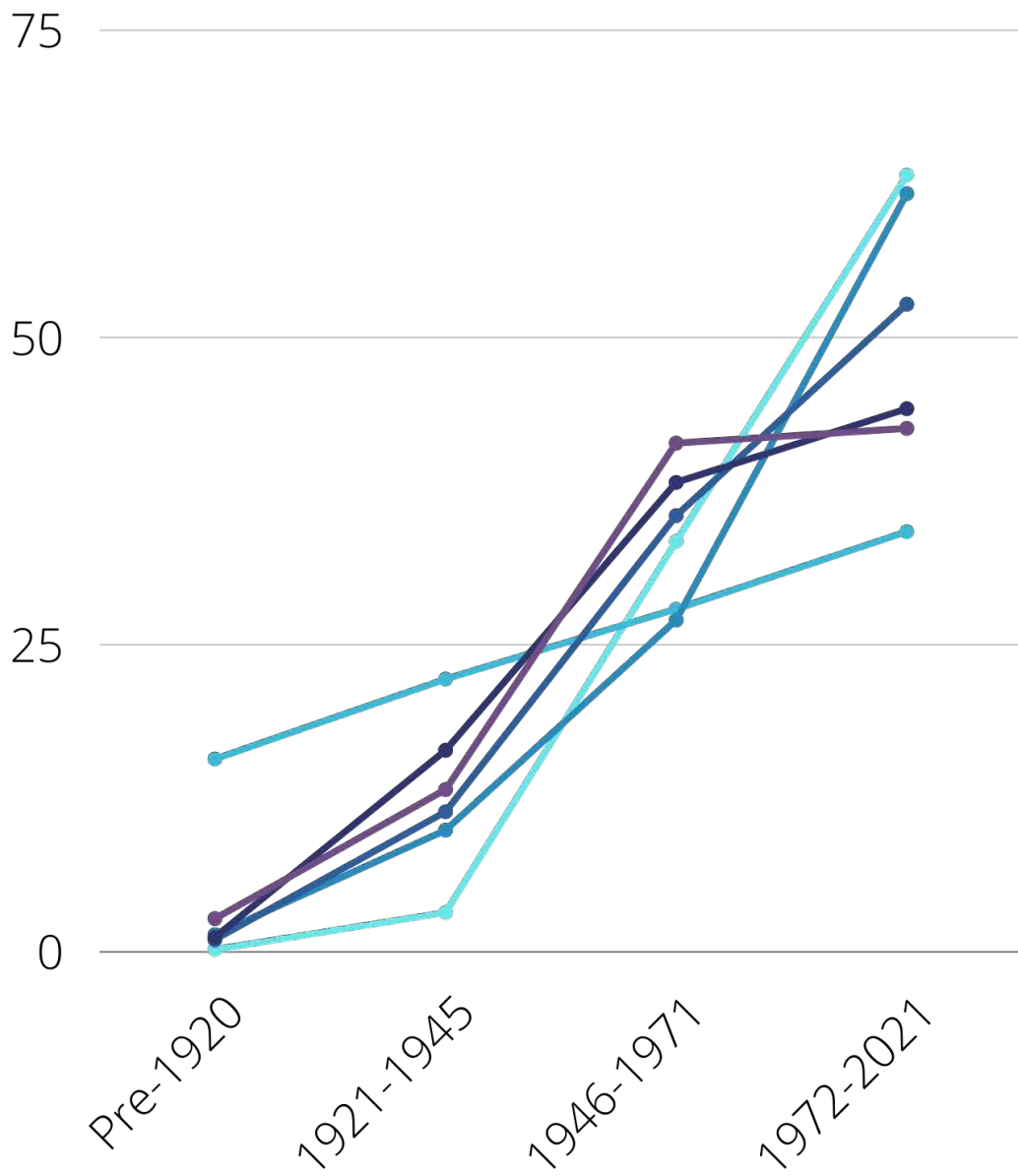
CITY POPULATION



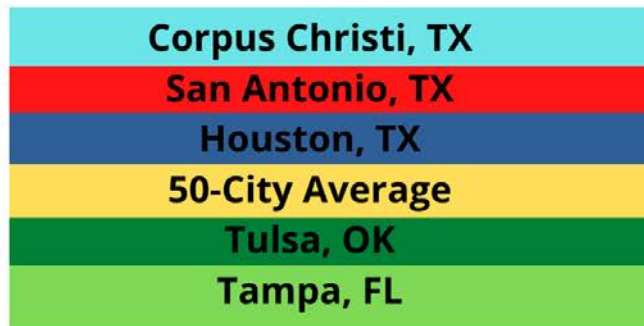
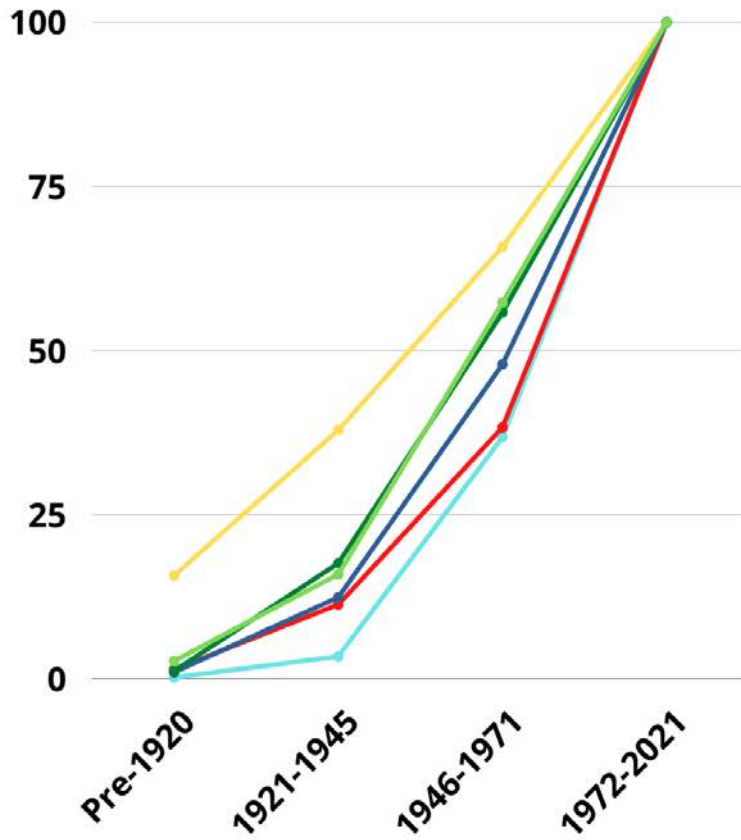
INVITED



INTERVIEWED



Percentage of city completion over the last century



Case studies before

GOAL 3: ENABLE COMMUNITY-DRIVEN HISTORIC PRESERVATION

CASE STUDY: MADISON, WISCONSIN

Madison adopted its original historic preservation ordinance in 1971, but only recently developed the city's first preservation plan. In doing so, they began by considering whose history has been preserved in Madison over the past 50 years and found that, overwhelmingly, the historic resources designated in their city were associated with wealthy white men. To address that lack of equity in their preservation plan, they implemented Madison's Racial Equity and Social Justice Initiative, including:

- Equity training for city staff involved in the project and the consultant team
- 11 meetings of the diverse Historic Preservation Plan Advisory Committee
- 20 other community meetings
- Outreach including media interviews, short videos, a selfie contest, and a community survey with 755 respondents
- Specific outreach to stakeholder groups that serve Madison's underrepresented communities
- A historic resources survey focused on underrepresented communities that identified 117 resources of historical interest, with 98 currently eligible as Madison Landmarks and nine individually eligible to the State and National Registers of Historic Places. Another 39 properties with significant histories related to these underrepresented communities were not designated landmarks.

CASE STUDY: SAN FRANCISCO, CALIFORNIA

The City of San Francisco has adopted a resolution centering its preservation planning on racial and social equity. Specifically, "The Resolution directs the Planning Department to center its historic preservation work program and resource allocation on racial and social equity; acknowledges and apologizes for the history of racist, discriminatory and inequitable historic preservation policies that have resulted in racial disparities; recommends that the Department develop proactive strategies to address and redress structural and institutional racism in collaboration with Black and American Indian communities; and communities of color; recommends that the Department amend its hiring and promotion practices to ensure that the Department's staff reflects the diversity and demographics of the community at all staff levels." Some of the programs that they will use to recognize and protect underrepresented community resources include a Cultural Heritage District designation and a registry of legacy businesses.





CASE STUDY: MIAMI-DADE COUNTY, FLORIDA

Although its population is almost 70% Hispanic/Latino and nearly 17% Black/African American, Miami-Dade County (like the rest of Florida) has designated historic resources associated almost exclusively with White/Anglo men. Even sites that could be associated with Black Bahamian construction techniques and materials often fail to mention Ethnic Heritage as a criteria for evaluating significance. The County is now working with municipal preservation officers and commissions to start conversations around this topic. They "are just at the beginning of our journey to build a more equitable historic preservation program."

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Corpus Christi Historic Preservation Plan 2021

Case studies added design

 	<p>CASE STUDY: MADISON, WISCONSIN</p> <p>Madison adopted its original historic preservation ordinance in 1971, but only recently developed the city's first preservation plan. In doing so, they began by considering whose history has been preserved in Madison over the past 50 years and found that, overwhelmingly, the historic resources designated in their city were associated with wealthy white men. To address that lack of equity in their preservation plan, they implemented Madison's Racial Equity and Social Justice Initiative, including:</p> <ul style="list-style-type: none"> • Equity training for city staff involved in the project and the consultant team • 11 meetings of the diverse Historic Preservation Plan Advisory Committee • 20 other community meetings • Outreach including media interviews, short videos, a selfie contest, and a community survey with 755 respondents • Specific outreach to stakeholder groups that serve Madison's underrepresented communities • A historic resources survey focused on underrepresented communities that identified 117 resources of historical interest, with 98 currently eligible as Madison Landmarks and nine individually eligible to the State and National Registers of Historic Places. Another 39 properties with significant histories related to these underrepresented communities were not designated landmarks. 	<p>CASE STUDY: SAN FRANCISCO, CALIFORNIA</p> <p>The City of San Francisco has adopted a resolution centering its preservation planning on racial and social equity. Specifically, "The Resolution directs the Planning Department to center its historic preservation work program and resource allocation on racial and social equity; acknowledges and apologizes for the history of racist, discriminatory and inequitable historic preservation policies that have resulted in racial disparities; recommends that the Department develop proactive strategies to address and redress structural and institutional racism in collaboration with Black and American Indian communities and communities of color; recommends that the Department amend its hiring and promotion practices to ensure that the Department's staff reflects the diversity and demographics of the community at all staff levels." Some of the programs that they will use to recognize and protect underrepresented community resources include a Cultural Heritage District designation and a registry of legacy businesses.</p> <p>CASE STUDY: MIAMI-DADE COUNTY, FLORIDA</p> <p>Although its population is almost 70% Hispanic/Latino and nearly 17% Black/African American, Miami-Dade County (like the rest of Florida) has designated historic resources associated almost exclusively with White/Anglo men. Even sites that could be associated with Black Bahamian construction techniques and materials often fail to mention Ethnic Heritage as a criteria for evaluating significance. The County is now working with municipal preservation officers and commissions to start conversations around this topic. They "are just at the beginning of our journey to build a more equitable historic preservation program."</p>	 
<p>50 Corpus Christi Historic Preservation Plan 2021</p>		<p>Goal 3: Enable community-driven historic preservation</p>	<p>51</p>

APPENDIX B.3

Corpus Christi, Texas

Old Bayview Cemetery

Unidentified Deckhand Report

Unidentified “colored deckhand”s

Existing notes and research:

Steph notes- The ship was involved in a legal case in 1840 and the owner may be identified in those case records. I'm going to guess that it might have been owned by Charles Morgan/the Morgan Lines, which had a near-monopoly on shipping.

Ship: 111-ton sidewheel steamship Dayton

History:

constructed in 1835 by Robert Beer of Pittsburgh, Pennsylvania

Trade ship on the Ohio and Mississippi Rivers until 1839 before Texas coast

The United States Army quartermaster contracted the Dayton to transport men and goods from the depot on St. Joseph Island to the large army beach encampment at Corpus Christi. On July 23, 1845, Gen. Zachary Taylor and a party of the Third Regiment of Infantry made the trip.

The explosions on September 12 occurred after the Dayton left Corpus Christi on a return trip with a party of noncommissioned officers and enlisted men, among them Capt. George Hampton Crosman of the Sixth Regiment of Infantry, who was in charge of the transportation effort and who carried money and a letter of formal discharge from the contract. Near noon one of the boilers exploded off McGloin's Bluff. Two officers, Lt. Benjamin A. Berry of South Carolina and Lt. Thaddeus Higgins of Pennsylvania, were killed instantly. The second boiler exploded as the burning ship settled in the water before sinking. A small boat picked up the wounded in the water after the explosions, but six of the officers and crew of the Dayton were killed. Lt. Ulysses S. Grant had chosen at the last moment not to take the vessel, and wrote a graphic account of the matter to his fiancée, Julia Dent, on September 14 and October 10, 1845. Capt. E. Kirby Smith also wrote of the incident to his wife on September 18, 1845. The bodies of the dead officers and men were buried in a military cemetery northwest of camp. The burial ground, which commands a view of Nueces and Corpus Christi bays, is now called Old Bayview Cemetery.

Captain: Capt. West

Owner:

Year: September 12, 1845

Place: Corpus Christi Bay

Conflict: Mexican American War

Citations: Frank Wagner, "Dayton," Handbook of Texas Online, accessed December 27, 2020, <https://www.tshaonline.org/handbook/entries/dayton>. Published by the Texas State Historical Association.

bibliography:

Charles Adams Gulick, Jr., Harriet Smither, et al., eds., *The Papers of Mirabeau Buonaparte Lamar* (6 vols., Austin: Texas State Library, 1920–27; rpt., Austin: Pemberton Press, 1968).
Ethan Allen Hitchcock, *Fifty Years in Camp and Field: Diary of Major-General Ethan Allen Hitchcock, U.S.A.*, ed. W. A. Croffut (New York: Putnam, 1909). *Houston Morning Star*, April 10, September 1, 10, October 3, November 2, 1840. William Gilman Lyford, *Western Address Directory for the Year 1837* (Baltimore: Robinson, 1837). John Y. Simon, ed., *Papers of Ulysses S. Grant* (12 vols., Carbondale: Southern Illinois University Press, 1967-). *Telegraph and Texas Register*, August 13, September 24, 1845. *Austin Texas Sentinel*, April 15, 22, May 9, 1840.

Nueces County, TX:

(lists 8 dead)

<https://www.nuecesco.com/county-services/county-boards/historical-commission/explosion-of-the-steamship-dayton>

THE STEAMER "DAYTON" WAS CARRYING TROOPS FROM CORPUS CHRISTI TO ST. JOSEPH'S ISLAND ON SEPT. 12, 1845 WHEN A BOILER BURST NEAR MCGLOIN'S BLUFF (INGLESIDE), A SECOND BOILER BLEW AS THE BOAT PLUNGED INTO THE WATER. THE REMAINS OF THE VESSEL CAUGHT ON FIRE AND SOON SANK. A SMALL BOAT PICKED UP THE WOUNDED IN THE WATER FOLLOWING THE EXPLOSIONS. SEVEN SOLDIERS WERE KILLED, AND ONE DIED SEVERAL DAYS LATER. A BURIAL SITE WAS CHOSEN HERE BY GEN. HITCHCOCK AND A MILITARY FUNERAL TOOK PLACE THE SAME DAY AS THE ACCIDENT, THE "DAYTON" EXPLOSION VICTIMS BURIED HERE ARE:

LT. BENJAMIN A. BERRY, AGE 28;

LT. THADDEUS HIGGINS, AGE 28;

RICHARD EDWARDS BORN IN NEW YORK, AGE 33;

JOHN HUGHES, BORN IN CHAMBLY, CANADA, AGE 18;

ALEXANDER IWANOWSKI, BORN IN KAMIENIC, POLAND, AGE 39;

JAMES JOHNSON, BORN IN NOTTINGHAM, ENGLAND, AGE 36;

JAMES MARSHALL, BORN IN NEWCASTLE, PENNSYLVANIA, AGE 39;

DANIEL MCKERNS, BORN IN CHESTER, PENNSYLVANIA, AGE 26.

(1997)

Texas Historical Commission:

(says 10 dead)

<https://www.thc.texas.gov/blog/disputed-borders-manifest-destiny>

By Bob Brinkman, THC Historical Markers Program Coordinator

THC markers honor U.S.–Mexico War veterans in Corpus Christi's Old Bayview cemetery.

The steamship Dayton began life in 1835 in Pittsburgh, Pennsylvania. Robert Beer oversaw its construction, and often captained the 111-ton sidewheeler steamship on the Ohio and Mississippi rivers. At the time, he couldn't imagine that the Dayton would be moving goods and people along the Texas coast and between Galveston and Houston only four years later.

The Dayton—along with many forgotten skirmishes and determined volunteers—would go on to play an underappreciated role in the U.S.-Mexico War of 1846–48. Several of these subjects are now commemorated via county and community names across Texas and on official Texas Historical Commission markers.

In the decade following independence, relations between the Republic of Texas and Mexico were strained, with a series of occupations, expeditions, attacks, and counterattacks. In March 1845, outgoing President John Tyler signed a joint congressional resolution for annexing Texas to the United States. After the terms of annexation were accepted by a convention of the Republic on July 4, new president James K. Polk ordered General Zachary Taylor to lead federal troops from Fort Jesup, Louisiana to the Nueces River in Texas.

Telegraph clipping describes the Dayton disaster.

The men came by sea, leaving New Orleans and landing on July 26, 1845 at St. Joseph Island (also known as San José Island near present-day Port Aransas). Lt. Daniel T. Chandler of the 3rd U.S. Infantry Regiment waded ashore from the USS Alabama and planted a flagpole atop a sand hill. This was the first time the Stars and Stripes flew over the Lone Star State. Shortly after, the army contracted the Dayton to transport men and materials from the island to the army encampment at Corpus Christi.

Following numerous trips over the intervening weeks, a series of tragic explosions occurred on September 12 aboard the Dayton. The ship had left the mainland after delivering supplies and was returning to the island with a party of noncommissioned officers and enlisted men.

One of the boilers exploded, killing two officers, when the ship was off McGloin's Bluff. Then the second boiler exploded, killing more officers and crew. The victims were buried in the first federal military cemetery in Texas, now known as Old Bayview Cemetery in Corpus Christi.

These men—seven killed that day, and three who died later—became the first casualties in the conflict between the United States and Mexico, officially declared as war the following May. In his journal, Col. Ethan Allen Hitchcock wrote, "14th Sept. A military funeral took place to-day at the burial-ground which I selected. It is on the brow of the hill northwest of camp, and commands a view of the Nueces and Corpus Christi Bay. It is a beautiful spot." The State of Texas placed a historical marker at Old Bayview Cemetery in 1967.

An often untold yet historically significant part of the story is the fact that one man made a last-minute decision to not step aboard the Dayton. Lt. Ulysses S. Grant, future Commanding General of the Army and President of the United States, avoided the tragedy of that fateful day.

National Register draft:

(11 dead)

Number of Original Burials: The number of deaths resulting from the explosion of the Dayton is listed on the Texas Historical Marker "Explosion of the Steamship Dayton" as eight, and only eight lawn-type markers now commemorate the victims. However, according to contemporaneous accounts of the accident, ten men killed as a result of the explosion are buried at the cemetery (see Section 8, Military Presence and the Explosion of the Dayton), including the African American man simply identified in news reports as a "colored deck hand."

Cemetery Names: Prior to receiving an official name, the cemetery was referred to as “the City Cemetery,” “the Old Military Cemetery,” or simply “the Graveyard.” The name of the cemetery was originally two words, as two bays could be viewed from the site. Once the “new” cemetery was established the cemetery was referred to as “the old Bay View cemetery” for many years. The names “Old Bay View” and “Old Bayview” appear somewhat interchangeably in newspaper articles throughout the twentieth century, but by the 1980s the cemetery was almost invariably referred to as Old Bayview. Today, both the City of Corpus Christi and the Friends of Old Bayview Cemetery Association use the spelling “Bayview” in reference to the cemetery; for consistency, that spelling is used throughout this document.

Summary of Establishment and Management

The oldest federal military cemetery in Texas, Old Bayview Cemetery was established in 1845 to bury eight of Zachary Taylor’s men and two crew of the steamer Dayton, who were killed in an explosion. General Taylor’s troops had been encamped on the beach at Corpus Christi on the eve of the Mexican War. On September 12, 1845, the steamer Dayton was transporting troops when both boilers exploded in quick succession and the ship sank. Eight men were killed immediately and two more died the next day. City founder H.L. Kinney donated a plot of land on the bluff for a burial ground, and the men were buried the following day.

Military Presence and the Explosion of the Dayton

During 1845, while the United States Congress was considering and approving the annexation of the Republic of Texas, the administration of President James K. Polk was pressuring Mexico to agree on setting the Republic’s southern boundary at the Rio Grande and to the sale of northern California. Polk named General Zachary Taylor to lead the U.S. Army in Texas and sent troops there from New Orleans in July 1845. By 1846, nearly half of the Army was stationed under Taylor at his camp at Corpus Christi (see Figure 1). When Mexico refused to negotiate with Polk, Taylor was ordered to advance south and establish Fort Brown on the north side of the Rio Grande opposite Matamoros. This began the Mexican War, which went on until 1848.

When Taylor and his troops arrived, Corpus Christi consisted of “some twenty to thirty houses and two bars”; they set up a camp that quickly grew to be nearly two miles long, with “a thousand spotless white tents along the shelly margin of the shore of Corpus Christi Bay.” By October 1845, 3,860 men were stationed there, and they suffered through a cold, wet winter beset with a variety of illnesses and a severe lack of firewood.

The large Army encampment at Corpus Christi was supplied from a depot on St. Joseph’s Island, the barrier island just north of Aransas Pass, about 20 miles away. A sidewheeled steamship, the Dayton, was contracted to transport troops and supplies to and from the depot. Lt. Col. Ethan Allen Hitchcock, of the U.S. Army Engineers and stationed at Corpus Christi, described the Dayton as “a small old steamer”; it was 10 years old then, having been constructed in 1835 in Pittsburgh, from which it was used for trade on the Ohio and Mississippi Rivers for a few years. In 1840, the Dayton was brought to Texas, where its shallow draft was ideally suited for the Gulf of Mexico and the bays sheltered behind the barrier islands that lined the coast. It left Galveston for Corpus Christi on August 6, 1845, “under charter ... to convey troops to the main land.”

On September 12, 1845, the Dayton was making her final trip from Corpus Christi to St. Joseph’s Island, where she was scheduled to be replaced by the White Wing. She had left

camp around 10:00 a.m. with 30–40 passengers, and by noon was passing McGloins Bluff, on the northeast shore of Corpus Christi Bay, near present-day Ingleside. Suddenly, one of the boilers exploded, instantly killing two officers, 1st Lt. Benjamin Berry and 2nd Lt. Thaddeus Higgins. As the burning ship sank in the shallow water, the second boiler exploded. A small boat rescued the remaining wounded troops and crew from the bay. A young lieutenant, Ulysses S. Grant, had very nearly been aboard, deciding only at the last minute to stay behind at camp. For weeks afterward, newspapers throughout the United States relayed news of the disaster as reported by the New Orleans Picayune on September 18 and 19, 1845.

Lt. Col. Ethan Allen Hitchcock described the incident in his diary on September 13, and the next day noted that “A military funeral took place to-day at the burial-ground which I selected. It is on the brow of the hill northwest of camp, and commands a view of the Nueces and Corpus Christi Bay. It is a beautiful spot. Another body was found afloat and brought in to-day, and two of the injured have died in hospital, making ten deaths from the accident.” Henry Kinney is said to have donated the land for the burial ground.

The October 15, 1845, edition of the Washington Union newspaper from Washington, DC, provided an eyewitness account from one of the passengers on the Dayton at the time of the explosion, written in a letter dated September 18 by Captain George Hampton Crossman, the Quarter Master:

You will probably have heard, before this letter can reach you, of the terrible and fatal disaster which happened on the 12th instant, on board the Steamer Dayton, recently employed here in the public service. The boat was to have been discharged that day, on her return from here to the depot at St. Joseph’s Island, where the “White Wing” from New Orleans had arrived to take her place.

It happened that several officers, who had been ordered to the depot, upon duties connected with their company property, together with a party of ten or fifteen non-commissioned officers and privates, also took passage with me on board the Dayton.

We left her about 10 o’clock a.m., and about 12 m., while the boat was under way, the boilers burst with a tremendous explosion, killing instantly two officers, (Lieutenants Higgins and Berry, of the 4th Infantry,) two sergeants, six of the officers and crew of the boat, and wounding several others, some of whom will yet die of their wounds.

At the moment of the explosion, I was sitting with two officers, (Lieutenants Graham, 4th, and Gordon, 3d infantry,) on the boiler-deck, near the chimney, and immediately over the forward part of one of the boilers. We were all thrown up high into the air, and fell into the water about eighty yards from the boat. The boat, with nearly all the cabin blown off her, immediately took fire, and very soon sunk, in about two fathoms water, having still on board many of the wounded, the dying, and the dead. The scene that immediately followed, and which I leave you to imagine, was horrible and appalling! Its terrible reality baffles and defies description, and I will not even attempt it. Fortunately, we were not far from the shore — not more than a quarter of a mile; and all who were precipitated into the water, except those who were killed outright, were saved by the small boat, and by clinging to fragments of the shattered wreck and fire-wood, which covered the water in every direction.

Lieutenants Graham and Gordon, as well as myself, escaped with our lives most singularly; for we were, from our position, and the marks still left upon our clothes, which were riddled and torn to pieces as if by grape-shot, in the very vortex of the explosion. The thick, heavy wooden seats of the chairs on which we were sitting, probably alone saved us from destruction.

The whole number of persons killed, and who have since died of their wounds, is eleven; and it is feared, two others, now in the hospital, cannot survive.

The only severe injury I received was from a contusion on the leg; which has kept me confined to my tent until to-day; although I have not yet remitted a day's duty, and have been able to attend to my office duties, &c. I have been on horseback this morning, and in a few days anticipate a completed recovery from my lameness and all my hurts. Lieutenants Graham and Gordon, both of them bruised, and slightly burnt, will also, in a few days, be able to return to duty."

From these contemporaneous accounts, the "Explosion of the Steamship Dayton" Texas Historical Marker, and a survey of the cemetery published in 1990, we conclude that those who died as a result of the Dayton explosion and were buried at Old Bayview Cemetery included the following; the first eight are listed on the subject marker.

1. 1st Lt. Benjamin A. Berry (1817–1845), Company C, 4th Infantry; a native of South Carolina; died 12 September 1845 at the age of 28.
2. 2nd Lt. Thaddeus Higgins (1817–1845); Company G, 4th Infantry; born Pennsylvania; died 12 September 1845 at the age of 28.
3. 1st Sgt. Richard Edwards (1808–1845), Company F, 3rd Infantry; born in New York; died 12 September 1845 at the age of 33.
4. Sgt. Daniel McKerns (1818–1845), Company H, 3rd Infantry; born in Chester, Pennsylvania; died 12 September 1845 at the age of 26.
5. Pvt. John Hughes (1823–1845), Company G, 3rd Infantry; born in Chambly, Quebec, Canada; died of his injuries on 15 September 1845.
6. Pvt. James Johnson (1808–1845), Company I, 3rd Infantry; born in Nottingham, England; died of his injuries on 29 September 1845 at age 36.
7. Pvt. James Marshall (1805–1845), Company F, 4th Infantry; born in Newcastle, Pennsylvania; died of his injuries on 21 September 1845 at age 39.
8. Pvt. Alexander Iwanowski (1805–1845), Co. H, 2nd Infantry, age 39, born in Kamienic, Poland.
9. Capt. West, the clerk of the boat, was badly scalded and by October 20 had died of his wounds.
10. An unnamed African American deck hand, died 13 September 1845. This man may have been the "cabin boy" who had died of his injuries, as reported in an October 1845 news account.

Although no complete list of the wounded was reported at the time, others known to have been injured in the disaster included:

1. Capt. George Hampton Crossman, the quarter master.
2. Lieutenant Graham, of the 4th Infantry, was "slightly scalded."
3. Lieutenant William Gordon of the 3rd Infantry, was slightly injured.
4. Dr. Crittenden, of the 7th Infantry, "was thrown down and much bruised by timbers which fell upon him, but he was again about."
5. "The cook, a lad, was so severely burnt and scalded that it was thought on the 15th he could not possibly survive."
6. "The pilot of the boat had an arm broken."
7. "Capt. Nicholls, of the Texan sloop Cutter, who was on board the boat, had one of his legs broken."
8. A "Mr. Graves was also badly burnt and scalded."

Old Bayview Cemetery became the first federal military cemetery in Texas by virtue of timing; the explosion of the Dayton took place just as the annexation of Texas to the United States was being completed by the U.S. Congress.

Following Texas' successful war of independence against Mexico in 1836, President Martin van Buren refrained from annexing Texas after the Mexicans threatened war. Accordingly, while the United States extended diplomatic recognition to Texas, it took no further action concerning annexation until 1844, when President John Tyler restarted negotiations with the Republic of Texas. His efforts culminated on April 12 in a Treaty of Annexation, an event that caused Mexico to sever diplomatic relations with United States. Tyler, however, lacked the votes in the Senate to ratify the treaty, and it was defeated by a wide margin in June. Shortly before he left office, Tyler tried again, this time through a joint resolution of both houses of Congress. With the support of President-elect Polk, Tyler managed to get the joint resolution passed on March 1, 1845, and Texas was admitted into the United States on December 29.

The casualties of the Dayton explosion were the first deaths attributed the Mexican War, having taken place just before General Zachary Taylor's troops moved south to engage the Mexican army. While three other U.S. federal military bases were established in Texas during the Mexican War, all post-date Old Bayview Cemetery, only one has a cemetery, and the interments in that cemetery began nearly four decades after those at Old Bayview.

- Fort Texas (later known as Fort Brown, near present-day Brownsville) was established on the northern bank of the Rio Grande in March 1846 by General Zachary Taylor, whose men had previously been camped at Corpus Christi. Nothing remains of the Fort Texas site.
- Taylor also established Fort Polk, northeast of Fort Texas near present-day Port Isabel, in March 1846. That land was returned to its previous owners after the post was abandoned in 1850.
- Fort Bliss (El Paso) was established in 1848, and the first interment at Fort Bliss National Cemetery was not made until 1883.

<https://www.caller.com/story/news/special-reports/building-our-future/throwback/2020/09/09/corpus-christis-old-bayview-cemetery-started-1845/5746459002/>

Caller Times

#TBT: Corpus Christi's Old Bayview cemetery created 175 years ago

Allison Ehrlich

Corpus Christi Caller Times

New research:

Campaign Sketches of the War With Mexico by William Seaton Henry written in 1847

William Seaton Henry described the ship in his "Campaign Sketches of the War with Mexico" as "an old hulk of a thing, totally unfit to carry passengers." Newspaper accounts called it a "mere shell," set to be discharged from service that day as another steamer, "White Wing," had arrived from New Orleans as a replacement.

...

Reports vary on the number who died, but all list the seven killed outright in the explosion, with another 17 injured. Later reports listed some of the injured dying, including a Black deckhand. In his **memoir, Henry** reported the deck hand wasn't just scalded but his "flesh burned to a crisp."

...

Several newspapers around the country reprinted a personal account from the New Orleans Picayune relayed by the quartermaster, Capt. Crossman.

Telegraph and Texas Register (Houston, Tex.), Vol. 10, No. 39, Ed. 1, Wednesday, September 24, 1845 Page: 2 of 4

"Houston, Wednesday, Sept. 24, 1845.

TERRIBLE DISASTER—A report reached this place on Monday from Victoria, that the steamer Dayton was blown up on the 12th inst., and that several persons were killed. We regret to say that this shocking news is confirmed by Captain Tichenor, who arrived from Galveston on Monday evening. He was present when the explosion occurred. He states that the Dayton was within nine miles of Corpus Christi, when from some cause wholly unknown, the boilers suddenly exploded: nine persons were instantly killed, and several others severely scalded. Among the killed were Lieuts. Berry and Higgins, Sergt. Edwards and a private of the U.S. army and four unknown. Capt. West was badly scalded, and fears are entertained that he cannot recover. He is one of our most respected and most estimable citizens, and his loss would be greatly deplored. The boilers on the steamer had been cleansed on the morning of the explosion, and were supposed to be in good condition. The chief engineer, worn down with fatigue, had gone to lie down; the assistant engineer had charge of the machinery when the accident occurred. It is feared that the pipes connected with the pumps had become encrusted with salt, or from some cause had been partially closed, so that the water was exhausted in the boilers. While we lament the loss of the gallant men who have thus been hurried into eternity, we have reason for congratulation that this accident did not occur a few days previous, when this boat was engaged in transporting troops to Corpus Christi, and her decks and every part of the vessel were thronged with soldiers; had the explosion then taken place, perhaps scores of brave men would have shared the terrible fate of these victims. We hope this sad event will be a warning to the agents of the U.S. Government, whose duty it is to engage transports for troops, to be duly cautious in selecting substantial steamers, and engineers of tried skill and experience.

This source provides the name of the enslavers of the two unnamed young men. It appears that there are two unidentified young men.

Texas National Register. (Washington, Tex.), Vol. 1, No. 42, Ed. 1, Thursday, September 25, 1845 Page: 7 of 8

<https://texashistory.unt.edu/ark:/67531/metaph80136/m1/7/?q=date:1845-1845%20Dayton>

"We understand that the steamer Dayton, at the time in the service of the United States government, at Corpus Christi some days ago burst her boiler, killing (Lieutenant) Berry and Higgins, and three privates, U.S. army, and badly scalding Capt. West and **killing two negro boys, one belonging to Capt. Tichenor and the other to Gen. G. H. Harrison** of this place. The boat is said to be a wreck.

By the next arrival from Galveston, we shall probably learn the particulars."

This source provides information about who was chartering the ship leading up to the explosion.

Telegraph and Texas Register (Houston, Tex.), Vol. 10, No. 33, Ed. 1, Wednesday, August 13, 1845 Page: 3 of 4

“A FAT BIRTH—**The United States agent** has chartered the steamer Dayton, for the sum of two thousand dollars, to the effect the landing of the troops at the Corpus Christi, from on board of the vessels of transportation lying outside the bar.”

Texas National Register. (Washington, Tex.), Vol. 1, No. 44, Ed. 1, Thursday, October 9, 1845 Page: 6 of 8

“Capt. West, who was so dangerously wounded by the explosion of the boilers of the Dayton, is dead.”

Texas National Register. (Washington, Tex.), Vol. 1, No. 36, Ed. 1, Thursday, August 14, 1845 Page: 2 of 8

“The Civilian says that the steamer Dayton left Gavelston on the 6th for Corpus Christi, to take the place of the Undine in conveying the U.S. troops from St. Joseph’s Island to the main land. The Undine was found to draw too much water for this purpose.”

I believe the Capt. Tichenor listed in the Texas National Register is William Tichenor, born June 13, 1813 in Newark, New Jersey. His age, rank, and occupations align with the Capt. Tichenor listed, whereas no others by that name do. He went on to found Port Orford, Oregon. A collection of his “ledgers of personal accounts, lists of property owners at Port Orford, Michael Fox estate records, and materials relating to various ships...papers concerning the seizure of Tichenor at Port Orford at the order of General Irwin McDowell, 1864; description of the Port Orford fire of 1868; donation land claim records; and certificate of nomination for Frank B. Tichenor as representative of Curry County, Oregon, 1916” is in the archives at the Oregon Historical Society (closed for covid at the time of research).

<http://librarycatalog.ohs.org/O90000/OPAC/Details/Record.aspx?BibCode=7515876>

This collection likely contains the names of individuals enslaved by Tichenor. He has descendants who might be contacted through the find a grave web page listed below. I reached out, without response. They may be reluctant to talk about a great great grandparent owning slaves. The next step in research should be to contact the Oregon Historical Society or someone in the area willing to do the archival research to comb the collection.

<https://www.findagrave.com/memorial/25507446/william-tichenor/flower>

Capt. Tichenor

Capt William Tichenor

BIRTH 13 Jun 1813
Newark, Essex County, New Jersey, USA
DEATH 27 Jul 1887 (aged 74) (1889?)
San Francisco, San Francisco County, California, USA
BURIAL
Tichenor Cemetery
Port Orford, Curry County, Oregon, USA
MEMORIAL ID 25507446 · View Source

Early Oregonian Date of Arrival 18 Oct 1850
<https://secure.sos.state.or.us/prs/profile.do?ancRecordNumber=88352>

Alternate info:

Name: William H Tichenor
Birth Date: abt 1813
Death Date: 19 Dec 1874
Death Place: Newark, Essex, New Jersey
Death Age: 61 years 5 months 8 days
Gender: Male
Father Name: Henry
Mother Name: Mary
FHL Film Number: 584598

Source Information

Ancestry.com. New Jersey, U.S., Deaths and Burials Index, 1798-1971 [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2011.

Original data:

"New Jersey Deaths and Burials, 1720–1971." Index. FamilySearch, Salt Lake City, Utah, 2009, 2010. Index entries derived from digital copies of original and compiled records.

Port Orford, A History by Patrick Masterson, page 1-". . . Captain William Tichenor, who played a major role in the founding of the original white settlement, the first of its kind, on the Southern Oregon Coast. . . . Born June 13, 1813, in Newark, New Jersey, William Tichenor was the youngest of six boys in a family of ten. he began a maritime career at age fifteen, shipping on the vessel James Perkins bound for France in 1828. . . . He married Elizabeth Brinkerhoff in January, 1834."

<http://www.oregongenealogy.com/curry/census/1860sz.html>

1860 census
P113 (684/648)
Tichnor, William 47/m New Jersey
Elizabeth 52/f
Jacob B. 18/m
Sarah E. 12/f

Tichnor [sic] would have been 27 in 1845

At this point with the names of the enslavers, I started searching for records to see where they may have traveled previously with the young men.

Resources explored, but dead ends:

<https://www.thegazette.co.uk/London/issue/31283/supplement/4711/data.pdf>
 My Director of Light Railways, Brigadier General G. H. Harrison
<https://books.google.com/books?id=jXjUR0lwwmkC&pg=PA150&lpg=PA150&dq=general+harrison+william+%22Gen.+G.H.+Harrison%22&source=bl&ots=B26WXmgg7M&sig=ACfU3U1HqGwkVguCYpprbqNYbOiC8jvBA&hl=en&sa=X&ved=2ahUKEwj11532p-tAhUywlkKHdR8D9QQ6AEwAHoECAQQAQ#v=onepage&q=general%20harrison%20william%20%22Gen.%20G.H.%20Harrison%22&f=false>
 General manager Brig. Gen. G.H. Harrison

General Harrison. The Washington of the West <https://ccn.loc.gov/2003662363>

GH Harrison in Washington D.C.

Image 4 of Evening star (Washington, D.C.), February 1, 1856
<https://www.loc.gov/resource/sn83045462/1856-02-01/ed-1/?sp=4&q=%22G.+H.+Harrison%22&r=-0.025,0.774,0.528,0.424,0>
 Arrivals at Principal Hotels
 United States Hotel - R.C. Hackney
 GH Harrison, do

When my research left off I was exploring passenger manifests in the areas and time period leading up to the Dayton explosion with the above names and in order to try to find names that could be cross-references from the steerage and laborers.

New Orleans, Passenger Lists, 1813-1963
https://www.ancestrylibrary.com/imageviewer/collections/7484/images/LAM259_20-0402?usePUB=true&_phsrc=opu9&_phstart=successSource&usePUBJs=true&pld=22777
 ship *New York* from Gavelston to New Orleans
 Name/S W Tichenor age/27 sex/Male occupation/Merchant country/US

Page 2
 "Stearage" Passengers
 Mechanics & "Labourers"
 A Danta 29
 J Webber 28
 James McIntyre 27
 J McKean 25
 B J McMillian 30
 F Graf 31
 M Herman 33
 M Shelly 28
 M Walker X 29
 J Leson 30
 H Minuts 33
 M Willeby 32
 S Corks 21
 A G Sale 27
 C Gronick 26
 C Bennette 24

E Fuller	25
G Lambert	31
John Maguire	23
J Smiddy	22
P Kelly	28
M Smith	29
O C Prewster	31
R Smith	27
H Trotter	28
F Hunt	26
F R Branala	29
S N Kearney	32
J Green Phillips	22
S Farnsworth	28
J Beaver Phillips	27

Captain Tichenor



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List of all Passengers taken on board the Steam Ship *New York* when of *Wright*
 is Master, at the Port of *Savannah* and bound for **New-Orleans.**
 221

NAMES.	AGE.	SEX.	OCCUPATIONS.	COUNTRY TO WHICH THEY BELONG.	COUNTRY OF WHICH THEY BELONG TO BEFORE EMIGRATING.	OTHERS THAT HAVE BEEN OF THE FAMILIE.
<i>Mr Stagg</i>	—	Female				
<i>Mr White</i>	—	—				
<i>Mr Hughes & Child</i>	—	—				
<i>Mr Charles Stewart</i>	—	—				
<i>J. C. Quimble</i>	21	Male	Merchant	U.S.	U.S.	
<i>W. J. Smith</i>	23	"	do	do	do	
<i>W. J. Hyam</i>	23	"	do	do	do	
<i>P. W. Lewis</i>	X 22	"	Planter	do	do	
<i>J. C. Flour</i>	22	"	Merchant	do	do	
<i>J. Daniels</i>	24	"	do	do	do	
<i>C. McLeod</i>	25	"	W. in Army	Spain	Spain	
<i>J. F. Williams</i>	22	"	Merchant	do	do	
<i>J. F. Stone</i>	17	"	Merchant	U.S.	U.S.	
<i>W. J. Hale</i>	19	"	W. in Army	U.S.	U.S.	
<i>J. Miller</i>	35	"	Merchant	do	do	
<i>J. B. Thompson</i>	21	"	Planter	do	do	
<i>R. W. May</i>	24	"	Merchant	do	do	
<i>J. Schellton</i>	22	"	Merchant	do	do	
<i>J. W. Perkins</i>	26	"	U.S.	do	do	
<i>J. C. Phillips</i>	23	"	do	do	do	
<i>W. J. Reynolds</i>	21	"	W. in Army	Spain	Spain	
<i>J. L. Dixon</i>	27	"	Merchant	U.S.	U.S.	
<i>J. Allen</i>	24	"	Planter	do	do	
<i>J. Carter</i>	22	"	Merchant	do	do	
<i>J. Carter</i>	20	"	W. in Army	Spain	Spain	
<i>At. to Overton</i>	27	"	W. in Army	do	do	
<i>J. H. Pegg</i>	19	"	Merchant	U.S.	U.S.	
<i>W. J. J. J.</i>	22	"	Speculator	do	do	
<i>W. R. White</i>	21	"	Merchant	do	do	
<i>W. J. Thomas</i>	29	"	do	do	do	
<i>J. L. J. J.</i>	27	"	W. in Army	Spain	Spain	
<i>W. J. J. J.</i>	21	"	Merchant	U.S.	U.S.	
<i>J. J. J. J.</i>	23	"	do	do	do	
<i>J. J. J. J.</i>	29	"	Merchant	do	do	
<i>J. J. J. J.</i>	26	"	do	do	do	
<i>J. J. J. J.</i>	23	"	do	do	do	
<i>J. J. J. J.</i>	24	"	Planter	do	do	
<i>W. J. J. J.</i>	32	"	Planter	do	do	
<i>J. J. J. J.</i>	20	"	Merchant	do	do	
<i>J. J. J. J.</i>	27	"	do	do	do	
<i>J. J. J. J.</i>	29	"	do	do	do	
<i>James Wink</i>	17	"	Sea Captain	do	do	
<i>W. J. J. J.</i>	19	"	Speculator	do	do	
<i>J. J. J. J.</i>	21	"	Merchant	do	do	
<i>J. J. J. J.</i>	21	"	do	do	do	
<i>J. J. J. J.</i>	21	"	W. in Army	Spain	Spain	
<i>John Lovat</i>	28	"	Merchant	U.S.	U.S.	

M J Hyam	23	"	"	"	"
P H Davis	X 22	"	Planter	do	do
J C Flour	22	"	Merchant	do	do
J Daniels	24	"	do	do	do
W McLeod	25	"	Wm Jeyes Army	Sergeant	Sergeant
J F Williams	22	"	Merchant	do	do
J F John	19	"	Merchant	MS	MS
W P Hale	19	"	W J Army	MS	MS
J Fuller	35	"	Merchant	do	do
J B Thompson	21	"	Planter	do	do
R H May	34	"	Merchant	do	do
J Charleston	32	"	Merchant	do	do
J W Perkins	30	"	MS	do	do
J W Phillips	27	"	do	do	do
M J Reynolds	28	"	Wm Jeyes Army	Sergeant	Sergeant
J L Dean	27	"	Merchant	MS	MS
J Allen	24	"	Planter	do	do
J Carter	22	"	Merchant	do	do
J P Carter	27	"	Civil Engineer	Sergeant	Sergeant
J W Purkie	27	"	Wm Jeyes Army	do	do
J R Pigg	19	"	Merchant	MS	MS
W Jyon	22	"	Accountant	do	do
J R Mills	21	"	Merchant	do	do
J S Pham	29	"	do	do	do
J C Ryan	27	"	Wm Jeyes Army	Sergeant	Sergeant
J W Hurland	20	"	Accountant	MS	MS
J J Lewis	29	"	do	do	do
J Kell	29	"	Merchant	do	do
J M Amata	26	"	do	do	do
J Jy	29	"	do	do	do
J Jyon	26	"	Physician	do	do
W Keule	33	"	Planter	do	do
J W Price	30	"	Merchant	do	do
J W Cochran	27	"	do	do	do
J Taylor	29	"	do	do	do
James Wink	17	"	Sea Captain	do	do
W Stearns	19	"	Accountant	do	do
John Roper	21	"	Merchant	do	do
J M Duvell	21	"	do	do	do
J Hrich	31	"	Wm Jeyes Army	Sergeant	Sergeant
J W Conet	28	"	Planter	MS	MS

