Captain H. T. Baya also had brought together a line of fine steamboats established in 1878, and the two lines came in close competition with each other. This brought about a consolidation in March, 1883, under the name of DeBary-Baya Merchants Line.

The DeBary steamboats: Geo. M. Bird, Rosa, Fannie Duggan, Welaka, Everglade, Anita (formerly Florence), Frederick DeBary, City of Jacksonville.

The Baya Line: Spitfire, Georgea, Gazelle, Water Lily, Pastime, Magnolia, Sylvan Glen, H. T. Baya.

In the consolidation some of these boats were released to other lines. The DeBary-Baya line was absorbed by the Clyde interests in June, 1889, and became the Clyde St. Johns River Line. The City of Jacksonville and the Frederick DeBary were retained for this service. The DeBary was replaced by the Osceola January 8, 1914.

Jacksonville-Palatka Daylight Line

Most of the boats of this line were fast boats for their day. The line was inaugurated in 1876, when the Hampton made the first trip. The boats from first to last were: Hampton, General Sedgewick, J. B. Schuyler, Cygnus, George R. Kelsey, John Sylvester, Eliza Hancox, H. T. Baya, Sylvan Glen, Vigilant.

People's (Plant System) Line

Inaugurated in 1883, by the Plant System of Railways to connect the terminals at Jacksonville and Sanford. It was a fine fleet comprising: H. B. Plant (first all-steel steamer built in United States); Margaret (formerly Geo. R. Kelsey), Chattahoochee, Jennie Lane, H. B. Plant No. 2. When the railroad terminals were later connected by rail the passenger boats of the People's Line were taken off the run and sent elsewhere.

Jacksonville-Green Cove Springs Line

Enterprise, Mary Draper, Euphemia, Port Royal, Flora, Captain Miller, Manatee, James E. Stevens, Florence Witherbee, May Garner, Magnolia.