

## Columbia

Portland, Ore., claims to have the fastest sternwheel steamboat in the world. The Hassalo recently completed for the Columbia River trade has made spurts of 26 and two thirds miles an hour. She is 186 feet long with a tubed boiler eight feet in diameter and compound engines of over 8,000 horse power. The boat is so swift that it was found necessary to strengthen her rudder--Yakima Herald, July 27, 1899.

Last Monday the steamer Billings, was wrecked on a rock in the Columbia on the second day out from Pasco.

The Steamer Billings which has been purchased by the new company organized to construct a new line of railroad from Spokane to the Columbia river at a point just below Priest rapids, a distance of 60 miles and thence to run a steamer line to The Dalles and a railroad around the falls and a steamer line from thence to Astoria, making a line from tide water, has been entirely overhauled at Pasco and on last Saturday at one o'clock left the wharf at Pasco for The Dalles on her first trip. A number of men are now working on the new steamer, Umitalla, the sister ship of the Billings, on the blocks at Pasco and she will be completed in time to help carry the wheat from the Inland empire yet this fall.-(Pasto) The Yakima Republic, August 3, 1900.



## Ferryman

Word was brought to this city Saturday that George Borden was drowned in the Columbia river at White Bluffs Monday, Nov. 12 while attempting to ferry his wife across the stream.

The couple started to cross about 8 o'clock in the morning and while attempting to escape the rapids an oar broke and Mr. Borden was thrown into the water. He could not swim and was soon carried under the water by the swift current.

His wife was frantic and used every effort to rescue her husband. Neighbors of the unfortunate man began an immediate dragging of the river in hopes that the body could be recovered before life was extinct but it was noon when it was located and brought ashore.

Mr. Borden had been the ferryman at White Bluff for nearly 15 years and has crossed and recrossed the river hundreds of times. He had been quite a prominent stockman for many years until last year he sold his large band of horses, consisting of about 2,000 head. Since then he has devoted his time to his ranch and to his large ferry across the Columbia.

He leaves a widow and two children. The Yakima Herald, Nov. 21, 1906.

There is now being built on Ed E. Stone's place two miles below Union Gap a river craft for use on the Columbia.

The boat is 32 feet long with 17 foot beam and is to be fitted with twin screws and propelled by an eleven horse power gasoline marine engine.

The boat will be one of the trimmest little crafts on the river and will be used as a passenger and freight packet. It will have a speed of from 11 to 15 miles an hour. Mr. Stone is being assisted in the work of building by E.K. Curran, who has practical knowledge of river boats. Engineer Meyers will be the man in charge.

The boat will be transported to the river from Mr. Stone's place on two large wagons and three or four days will be required in which to make the trip over. It is hoped to have the boat finished for business early in June.—The Yakima Herald, May 29, 1907.



The Yakima, the new boat with Captain J.C. Schoch in command made her maiden trip up the Columbia river Friday. She went to Priest Rapids loaded with supplies and materials for the canal being built at that place by the Hanford company.

The Yakima was built at Ainsworth a few miles below Kennewick and is a powerful swift water boat. She will make regular trips from now on and will carry up merchandise and as soon as the wheat trade opens she will bring back cargoes of wheat.

Messrs Todd and Hoover have a fine passenger boat now well under way at Juniper which as soon as she is completed will be brought here and put on the up river run between Kennewick and White Bluffs. She is designed for quick trips and will be used mainly for passenger traffic and hauling light and easily handled freight. This new boat will be ready for business by July 1.

As the country is settled up at points near Priest Rapids and White Bluffs more boats will be added.

The Mata C. Hoover is now at work on a contract carrying passengers and freight to points up the Snake river from Ainsworth. She is supplying the railroad camps on the Northern Pacific extension down the Snake river...May 1907.

White Bluffs  
Steamers

White Bluffs, April 9, 1909.- The Open River Transportation company is planning to put on a line of steamers between Celilo and White Bluffs according to R.J. Rowen, special representative of the company who is here investigating the local tonnage prospect.

At a special meeting of the commercial club last evening he said that if the company is assured sufficient business to justify the step it will install a twice-a week service direct between Celilo and upriver points. A committee was appointed to assist Mr. Rowen in procuring information regarding the quantity of freight shipped into White Bluffs.

The Columbia Steamboat company at present maintains a thrice a week service between Kennewick, Pasco and White Bluffs but it is believed that the business warrants additional steamers.

## White Bluffs-Steamers

White Bluffs, April 21, 1909-Announcement is made by the Columbia Steamboat company that commencing May 1 the steamer W.R. Todd will be operated on the run between Pasto and White Bluffs in addition to the Mountain Gem, now making three trips a week.

This will give the up-river points a daily steamboat service something that has long been needed.



Lewiston, May 21, 1909- The Commercial club will take a junketing trip to Celilo next month in celebration of the opening of the river to navigation, June 25.

The trip will be made on one or both of the open-river boats, the Inland Empire and Twin Cities and an effort will be made to make the excursion representative, businessmen from the nearby towns being invited to attend.

It is expected that both boats will be needed to provide quarters for the party and if the crowd is large enough to justify it a special train will be engaged to bring the party back.



## Columbia-Boats

### Kennewick

Kennewick, August 19, 1909- For the second time within the past few weeks the Kennewick side of the river presented a picture to delight and open the eyes of the stranger and well with pride the hearts of the natives.

Monday evening five river steamers were anchored at the dock below town. The boats with their giant smoke stacks silhouetted against the western sky ablaze with the glories of a Columbia river sunset furnished a scene over which the artist might rave or the poet muse, but the loaded hulls and the dock piled high with freight was of a large significance to the business man and the citizen whose hopes for wealth and comfort are based on the future of the country.

In the little fleet were the Open River Transportation company's Inland Empire and Twin Cities, the Columbia Steamboat company's Mountain Glen and Todd and the government dredge Umatilla.

The Inland left early yesterday morning for Celilo, the Mountain Gem steamed out up the the Columbia soon afterwards and the Umatilla proceeded up the Snake to Five Mile rapids wher some work on the channel will be done. The Twin Cities remained in harbor most of the day.

Agent H.D. Scott announced yesterday that two barges instead of one are being built at Celilo to handle the rapidly increasing wheat business also that the Open River company is now negotiating for the purchase of the Pasco barge in order that it might be utilized until the others can be completed.

Ice jams in the Columbia river at themouth of the Yakima caused the Steamer Gem and Hanford Flyer to tie up at downriver points last week.

At this period of the yea with muchdevelopment work under way the tie up of the steamers works considerable inconvenience and delay to the companies and individuals handling the work.

The Hanford Irrigation company is freighting supplies for camps overland from Kennewick this week.

A large shipment of cement for the ditch work and other construction material is at the Kennewick dock waiting transportation. This cold spell, however, has not delayed the progress of the work at Priest and Coyote rapids and crews now at the camps are making preparations to rush the work to completion as soon as the material arrives--Hanford Columbian, January 16, 1911.



Four mammoth scows belonging to the Puget Sound Dredging company and lying at Kennewick will be sent to Seattle at the all-water route if the plans under consideration are carried out.

They will be towed down the Columbia to the Celilo Falls according to a well authenticated report received locally and held there until the annual freshet of the Columbia reaches its crest.

Then they will be shot down over the falls and tied up below there until the high water recedes sufficiently to permit them to be driven through the rapids. After clearing that course they will be picked up by tugs and taken to sea and on up to the Sound.

It is said that the Hill interests have the same method under consideration of taking a number of scows from Celilo to Portland as well as a ferryboat which was operated across the river before the Oregon Trunk Railroad bridge was constructed. The steamer towed scows which carried trains back and forth across the river. As the craft no longer are needed up that way the company has decided to send them to Portland where they probably will be disposed of to some of the sand and gravel companies.

The four scows at Kennewick were in service there during the construction of the North Coast railroad bridge. There is no further demand for them up that way and it is claimed they are too valuable to permit them to remain idle. The information given out is that preparations likely will be made any day for starting the vessels on the perilous trip downstream.

At the low stage of the river the Celilo Falls have a perpendicular drop of about 20 feet. When the Columbia is at flood stage the water below the falls is nearly on a level with that above them. Such will be the situation when the vessels are sent down over the falls.

River Steamers.

The steamer Relief, which has been making a tri-weekly run between Kennewick and White Bluffs for the past month has been taken from the run and will again be tied up at Celilo.

The operation of the Relief has cost her backers about \$30 a day, a third of which loss was made good by Kennewick one third by Pasco and the balance by the up-river towns--Kennewick Courier, August 10, 1912.



The Columbia Steamboat company is no more.

Frank Staley as manager spent the first of the week packing the furniture of the office which was closed the first of the week. The sinking of the Todd put an end to the activities of the company that has meant much to the development of the up-river country--Hennepin Courier, Sept. 1912.

Steamboats..

Robert M. Graham..

Spokesman, Oct 7, 1928.

Most of us settlers lost the bulk of horses cattle and sheep.

In the spring of 1862 I became a cabin boy on the Colonel Wright named in honor of the then commander of Fort Vancouver barracks.

The boat was in charge of Captain Leonard White. He later commanded the steamer Forty nine, built above the Hudson's bay company post at Fort Colville. We ran from the head of the portage at the mouth of the Deschutes river up to the mouth of the Walla Walla river later known as Wallula.

This was the first steamer constructed above The Dalles of the Columbia. It had a capacity of 125 tons of freight and charges were from \$24 to \$40 a ton at first from Willamette valley points to Wallula. Shortly afterward another boat was ~~built~~ built and named the Okanogan.



Feb. 14, 1929.

A. J. Price... On June 6, 1894, the Columbia river was higher than it ever was before or since. On that date it was nearly 60 feet above the low water mark at the Dalles. The O.W.R. and N company railroad was 200 under water most of the way from the Dalles to Arlington. At that time I was captain of the steam tug boat Nellie. It was built at Columbus, Wash in 1884 by N. Norris and Sam Price.

This boat was used for many years by the Grants Ferry company and was named for Nellie Mitchell, daughter of Phillip Mitchell. The boat was 50 feet long, 10 foot beam and drew 4 1-2 feet of water. She swung a 42 inch propeller wheel and was used to tow the ferry scows on calm days. On windy days the scows were sailed. Besides the regular ferry business many sacks of wheat from Klickitat county crossed to the Oregon shore where it was loaded on cars at the incline.

Grants was a town with a bright future before the flood and a great deal of business was there. Two stage lines, one to Goldendale and one to Moro took on passengers at Grants.

Steamboating..

Steamboating on the Columbia started in 1836. British Captain Vancouver had navigated the lower river in 1792 and Lewis and Clark went down the Snake and middle Columbia in 1805.

Army engineers started dredging the Columbia in 1866 and the first wheat shipment went down by boat in 1868.

The steamer Lewiston went up the Clearwater to Kamiah in 1896 but the trip was never repeated beyond Orofino. The Lewiston and a sister sternwheeler, the Spokane, both built to carry grain on the Snake were burned at their docks in Lewiston in 1922.

Now a new cycle of river freighting by barge is underway. A dozen port districts have been established above the locks at Bonneville dam.

Celilo Canal at The Dalls, opened in 1915, came into its big figure days with 44,000 tons in 1938, almost as much as handled in the preceding 23 years. It hit 283,000 tons in 1940 and 875,000 tons in 1949.

As soon as McNary is completed Celilo tonnage is expected to hit 1,500,000 tons.

With the greater increase when the projected four dams on the lower Snake, all equipped with locks, carry slackwater navigation to Line Point, 30 miles above Lewiston.

Army engineers economic studies forecast 6,000,000 tons a year. minerals, farm and industrial products, logs and lumber, petroleum, supplies and equipment.

Half the upriver traffic will originate on Snake river. Spokesman Review, January, 1950.



Columbia boats

ONEonta

Oregon Steamship Navigation Company's steamer, Oneonta, captain John McNulty, master.

Length and water line 196 feet.

Breadth beam 28 1-2

Depth of hold 8 1-2

Registered tonnage 497.

Length on deck 201.

Width on deck 51.

Three high pressure boilers 26 L and 4 diameter.

2 cylinders, each 6 foot stroke, 18 inches.

Oregon Steam Navigation steamer Oneonta, Captain James McNulty, master.

Portage railway with wood burning locomotive was used to transport passengers past the rapids to re-embark on another boat.

Oneonta, 0000 was built at the Upper Cascades in 1863.

Ran between The Dalles and Cascades (before Cascade Locks were built) IN early 70's the Oneonta was taken over the Cascade Rapids by Capt. J.C. Ainsworth and ran between 000 Portland and the Lower Cascades. Also at times between Portland and Astoria.

She was dismantled in 1877.

Columbia River Boats

Bailey Gatzert

Built in 1898 . Ran for many years between The Dalles and Astoria, also between Portland and Astoria. Carried thousands. A money maker.

The far from The Dalles to Portland was \$1. A return trip was made each day.



Columbia river boats

The D.S. Baker, built to run between Celilo and Lewiston. Afterwards brought over Celilo Falls by Capt. J.W. ~~Troup~~ Troup. Run between the Dalles and Upper Cascades.

Built to run between Celilo and Lewiston.

The Oneonta was the nearest approach to a genuine Mississippi river steamboat ever built in Oregon. She was finished in the summer of 1863 and was rebuilt in 1869 by Joseph Paquet now living in Portland, at Collings Landing half a mile above the cascades where the O.S.N ways were built.

Her original style as depicted was with two lofty smokestacks and outside exhaust pipe behind them and you could hear her exhaust miles away. She had flue boilers and would burn 20 cords of wood every day of her existence.

When she was rebuilt John Gates who had superseded Jacob Kamm as superintendent and engineer of the OSN had designed a tubular boiler for her. It saved nearly 45 per cent of the fuel. Her two smokestacks were taken down and sold with the old boilers to Carson and Porter who sold them to George W. Weidler and they are now lying in North Portland.

After she was rebuilt there was comparatively little use for her in the middle river as the Nez Perce Chief and the Shoshone had been brought over Celilo and through the Celilo gorge to The Dalles. Hence there was no scarcity of tonnage on the middle river.

Capt. Winsworth decided to take her over the Cascades during the high water of 1870. It was a great undertaking for she was a side wheel boat and liable to catch a current in one wheel and an eddy in the other.

Capt. Thomas J. Stump, the best general steamboat pilot for all three classes of boats that ever saw the coast was then senior capt on the upper river with Samuel D. Holmes ranking second to him. Sebastian Miller, commonly called Old Mass had just brought down the Shoshone from the mouth of the Boise river, a very dangerous trip. All of these experienced pilots were aboard as guests.

Immediately on leaving the incline at the Cascades she went booming



through the yeasty torrent, dashing pastoulders and flying like a bird set free. The Big Luddy, below the blockhouse, caught her and set her back upon a rock but inflicted no great damage. She reached Portland safely and was greeted with salvoes of applause.

.. The Oneon a ran from Portland to Astoria and the Cascades from the time until 1887 when her machine was removed and her hull converted into a barge.

Her official number was 19,151. She was 182 feet long, 28 1-2 feet beam, 8 1-2 feet deep and hold and was 497 tons net register. Samuel Foreman was the master builder.

Columbia River ferry

boats

R.R. Thompson

The R.R. Thompson was built at the Dalles in 1878 and at the time was the largest stern wheel steamboat in the world.

The first run between The Dalles and Upper Cascades but when the railway was completed on the south bank of the Columbia she was taken over the Cascade Rapids by Capt. John McNulty and for 18 years ran as night boat between Portland and Astoria.

She was dismantled in 1904 after 26 years service.

The Thompson was 215 feet long.



## Ferries---roads

### Priest Rapids

The county commissioners have granted to J.W. Sahr a license to conduct a ferry across the Columbia river below Priest Rapids and close to the Benton county line.

The rates of ferryage have been fixed as follows:

Single buggy, \$1.50; single team, \$2; four horse team \$3; additional teams 25 cents; sheep one cent a head; cattle 25 cents a head; horses ~~000~~ 25 cents a head; automobiles \$2.

The action was started a movement for the laying out of another road from North Yakima to the Columbia river.

A formal petition will probably be presented soon asking that a road be laid out through East Selah and Pleasant valleys and thence over the hills almost directly to the Columbia river. It is argued that this road can be constructed at comparatively small expense and that it will shorten the route to the Columbia river by about 14 miles.

It is urged in favor of the road that the travel to and from the Columbia river country will constantly increase as the country becomes more settled and that the establishment of the ferry at that foot of Priest Rapids, giving direct connection with the country just across the Columbia, will greatly increase the traffic.

It is further urged that the greater part of the trade that will result from the settling up of that section should belong to North Yakima and that much of this trade will come to North Yakima if proper highway is constructed linking the two places. When the matter of the new road comes before the county commissioners in the form of a petition it will be given careful consideration--Yakima Republic, July 22, 1910.

- Portland, Ore. An action taken yesterday (July 14) by the Portland Chamber of commerce at the weekly meeting of the board of directors leads to the belief that the deepening of the channel in the Columbia river, so that it will be navigable from Portland to Robson, B.C., is a matter of the near future.

The Canadian government invited the commercial bodies of Portland to take up the matter.

At the meeting a resolution was adopted requesting President Knapp to appoint a committee to meet with Sir Wilfred Laurier, premier and members of the Canadian cabinet at Nelson, B.C. September 1. At that meeting the Portland men and the Canadians will resolve themselves into a committee of the whole to discuss the matter.

"If the Canadian government will attend to the channel from the international boundary" said Secretary Giltner, it should be easy for Portland to do the rest.

"The river is now navigable as far as Priest Rapids including the operation of the boat railway at Celio. From Priest Rapids to Wenatchee some work is required but from Wenatchee to Okanogan the river is practically in shape.

"Portland should realize this is a great opportunity. We want men of influence on this committee. To Portland the benefit of the open river will be incalculable. In place of having products from British Columbia go east by way of Vancouver they will come directly to Portland. It is Portland's chance but Portland must be wide awake enough to realize it."--  
Yakima Republic, July 22, 1910.