

Steamboating

(Lulu D. Crandall collection. Wasco county
Library, The Dalles.)

Sat. June 17th, 1873-Hon John Brazee has been appointed agent for the O.S.N. company at this place. We welcome Mr. Brazee among us con nechisemo gusto. At the same time we tender our congratulations y to Mr. Edward Holland on his appointment as telegraph operator.

Sat, June 11th, 1873--Tuesday afternoon Captain Ainsworth president of the O.S. N company accompanied by General Sprague of the N.P.E.E. company and several other gentlemen arrived on the steamer Idaho from below and immediately went on board the steamer Shoshone for the purpose o taking her over the Cascade rapids to Portland. The captain having first ascertained that all was ready below made his way to the wheelhouse and sounded the whistle for all on board and then a toot to cast off when the boat commenced to move off and in a few minutes the Shoshone was out in the stream paddling away for dear life, bound for Portland where she arrived the same evening about 10 o'clock, all safe and sound.

This is the steamboat, it will be remembered, that was built by the O.S.N. company on Snake River at Old's ferry over 400 miles west (sic ???) from here to carry freight from that point to Boise City, a distance of 40 or 50 miles. But as the city was afterwards moved back from the river some 16 miles the teamsters preferred to carry their freight directly to its destination rather than to place it on a steamboat to have it carried so short a distance and then to again have to transport it by wagon. Under the circumstances this venture proved an entire failure at a cost to the company of not less than \$100,000.

Several years ago this boat commenced the hazardous and difficult voyage of the deep canyons of Snake river, the dalles of the Columbia and the Cascades which as we have stated above she has at least accomplished successfully, having traveled between seven and eight hundred miles from the interior to Portland.

The boat is in excellent condition having been rebuilt while here and is supplied with good engines. We wish the Shoshone good luck.

Sat. June 14th, 1873-The Shoshone made the passage of the Cascades, six miles, in 11 1-2 minutes or less than a mile in two minutes. We are informed that the Shoshone went over the Cascades without receiving a scratch and without any trouble whatever.

Note-

At Old Fort Boise the company built a large sternwheeler, the Shoshone to run on Snake river between Old's Ferry and Boise. This was in 1866 and Captain Josiah Myrick was her commander. The Shoshone traversed more continuous miles of the Columbia, Snake and Willamette rivers than any other boat ever owned by any steamboat company.

The Shoshone is the only boat that ever negotiated the box canyon of the Snake river called the Seven Devils canyon. No steamer was ever constructed under greater difficulties in the northwest than those that confronted the builders of the Shoshone. Hundreds of miles from a machine shop or a sawmill they labored under disadvantages that the builders of the first boats on the river know nothing about. The lumber was whip-sawed or hewed in the vicinity and the iron was carried in on pack animals, and worked into shape afterwards on the ground.

The expenses ran up to an amount that would have built several fine steamers at The Dalles or Celilo. The company had great expectations of big travel in the Boise mines and ^{had} that their hopes been realized the Shoshone might have been a money maker as many of their boats were on the lower rivers.

Before the Shoshone was ready for business a shorter route to the gold fields was discovered and the boat was a dead loss on the company's hands until 1870 when Captain Cy Smith was sent to bring her down to Lewiston. Smith made a good start from Huntington but when he reached Lime Point he abandoned her. Later Captain D. E. Buchanan

engineer, succeeded in making the run for Lewiston safely.

On June 29th Captain Miller brought her over Timwater falls and she was hauled out at The Dalles and extensive repairs were made and she ran as a cattle boat until June, 1873 when Captain Ainsworth took her over the Cascades. The company sold her to the Willamette river Transportation company and she ran on the Willamette river until 1874 when she struck a rock at Salem and sank. It was impossible to raise her and her machinery was taken out in November and the old hulk left to its fate.

It floated off in January and came down the river as far as Lincoln where it was secured and the remains of the famous old craft that had been in so many stirring scenes became a chicken house, after having traversed the chain of rivers from a point near the capital of the territory of Idaho and came to her end in the beautiful Willamette at Oregon's state capital.

The remarkable voyage has never been paralleled and it deserves more than passing mention. After Captain Cy Smith left the Shoshone and reported to Captain Ainsworth that it was impossible to proceed further she was abandoned and Ainsworth almost decided that she could not rot where she lay. But owing to the heavy expense the company had been to in her construction in that God-forsaken region he decided to send Captain Sebastian Miller and Chief Engineer Buchanan with instructions to bring the boat through even at the risk of losing her.

They left Portland on March 21st, 1870 and after landing at Umatilla by boat they were compelled to travel on buckboards, sleds, wagons, horseback and afoot and arrived at Union on the 28th, a weeks travel.

On April 1st they left Union and traveled 13 days before arriving at Lime Point on Snake river. They then proceeded down the river reaching the Shoshone two days late, being 22 1/2 days from Union and 22 days from Portland.

The boat was in charge of two watchmen whose names were Livingston and Smith.

Before starting down stream the boat was put in as good order as possible and her machinery overhauled. Her crew now consisted of five men, Captain Miller, Engineer Buchanan, Mate Livingston, Fireman Smith and the deckhand, W.F. Hodges.

The Shoshone was built of mountain pine which is very brittle when soft and seasoned.

Steamboats

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county library, The Dalles.

Sat. June 21st, 1873-Passengers who arrived from Lewiston report that the Snake river at that point had reached within four inches of the '62 flood. They also reported that when they left it had fallen about 16 inches and was still falling.

Sat. August 9th, 1873-Captain Ainsworth came up yesterday afternoon for the purpose of trying the new steamboat, Daisy Ainsworth but as we went to press before the boat came off, we were unable to give an account.

Sat. June 14th, 1873-Mr. E. Wood, for several years resident agent and Mr. W.C. Gardner, telegraph operator, both employees of the O.S.N. company in this city left these scenes during the week for other climes.

Sat June 14th, 1873-Captain Ainsworth left Portland on Tuesday morning last at 5 o'clock and returned at 10:30 the same day. This is the first instance of the kind on record.

Vice President Jim Reed of the O.S.N. Co. and Vice President Rice of the N.P.R.R. returned from a trip to Lewiston last evening.

Sat. August 16th, 1873-The new steamboat, Daisy Ainsworth took the place of the Idaho on the route between this city and the Cascades on last Monday and has already become a great favorite with the traveling community. She comes up in ~~the~~ every respect to the anticipation of her builders, both in speed and general appearances.

Sat, Sept. 6, 1873-Mr. John S. Schenck, formerly agent at Wallula has been appointed resident agent for the O.S.N. company in this city. Mr. Schenck has been in the employ of the company for many years and is well qualified both by experience and education for the position. We bid him welcome.

Saturday, Sept. 20 27, 1873-Captain Samuel Holmes, resident agent at Celilo for the O.S.N. company is lying in a very critical condition

at present caused by hemorrhage of the lungs. On Thursday evening
Drs Howard and Robbins were sent for but ^{we} were unable to learn
their opinion of the case. The many friends of the captains in this
city will be sorry to learn of his sickness.

On Oct. 19th , 1873, the O.S N company's shipyard in this city
presents a very lively appearance. The massive structure on the ways is
rapidly assuming the appearance and proportions of a steamboat. So
far the weather has been excellent for outdoor work and everything
in the shipyard is progressing rapidly.

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Sidelights on Lewiston trip-- Mrs. William Shackelford read the following paper at the meeting of the Old Fort Dalles Historical society this week (no date) describing the trip to Lewiston on the steamer J.N. Teal during the recent celebrations in honor of the opening of The Dalles Celilo canal.

On Wednesday, April 28, 1915, the steamer J.N. Teal with Captain Arthur Riggs in command left the dock of The Dalles & Columbia River Navigation Company to pass through the Dalles-Celilo canal. It was 3 p.m. when we left go at The Dalles and entered the first gate at 3:25 p.m. We waited at the mouth of the canal expecting the Inland Empire to come out but lo and behold the gates were thrown open invitingly for the Teal and we passed in and claimed the honor of being the first boat from the lower waters to enter the finished canal to the upper waters of the river at Celilo.

At the first basin we met the Inland Empire which was awaiting us and which had on board the officials who boarded her at Celilo for the trip through coming west. As she did not go below the basin to the lower water our little party of excursionists and the people on the shore realized that the honors had fallen to us and the rocky walls about us echoed with whistles and screams from every engine in the vicinity. We ourselves were so excited we did not know just what we did. The party consisted of Mrs. Benton Mays, Mrs. J.B. Palmer, Mrs. W.G. Nash, J.D. Cooper soon joined our little party and continued with us to Lewiston.

From that on the days were one grand exclamation point. We experienced much difficulty and were greatly retarded by a west wind which sprang up as we were passing through the canal and at 9 p.m. when we reached Celilo it was growing into a strong chinook and before daylight amounted to almost a hurricane. It was not a consoling thought to remember the Celilo falls just below us as we were tied up there all that night and the next morning we found the officers had all stayed up to

watch for our safety.

There was no bell at 4 a.m. on Thursday morning but our gallant captain blew her whistle, pulled her engine bell and got her headed into the stream in fine shape and we tossed on the waves which two half scared women watched from a stateroom window until we were well into Five Mile rapids and the John Day rocks after which we ploughed along our course majestically. We touched at Columbus, now called Maryhill and at Arlington where an excited crowd cheered and tossed their hats in the air and all along our course we were welcomed by waving hats and handkerchiefs and at Irrigon even the cattle came running to the waters edge when they heard a new steamer whistle. There is no mistake in the enthusiastic welcome of those Inland Empire people along the route to the new conditions opened up to them by an open river. When we landed at Umatilla Thursday evening the whole country side seemed there to greet us and we waved our flags and aprons until our arms ached. Almost all the Umatilla ladies were down to welcome us and take us ashore among them. We were shown the town and refreshed with ice cream, visited Mrs. Kinzie, who is the oldest inhabitant having lived there 51 years and who had gathered an aboriginal collection of curios valued at \$10,000 in and about Umatilla which is said to be an old battle ground and Indian grave yard.

Mrs. McCune ~~entertained~~ entertained us in her pretty home in two cars fitted up with every luxury and convenience for her by the company, her husband being the yard superintendent for that division of the O.W.R. & N company at that point. On the morning of Friday we left by daybreak for a long run. Having taken on Captain Ralph Baughman, so quite and gentlemanly who came down by rail from Lewiston where his boat was lying. He being in the service of the government he made the Snake river trip most interesting.

There was among the passengers a scenic artist from Paris and his wife who had been almost over all the world.

After leaving Kennewick and Pasco we turned back into the Snake

river tooting our whistle all the way to groups gathered on the shores and shot up the swift currents and over rapids in fine shape.

We passed Flag pole Mountain, so named by Col. Wright's command in 58 on account of its being the highest point and lookout for the Indians and where the signal fires were kept burning. As we could not make Texas rapids by daylight we tied up for the night Friday, at Minnie Couch island, named after Miss Couch of Portland who was so pleased with it in early days that she filed a claim on it. Saturday morning we passed through Texas rapids, then going under the longest and highest bridge in the world over a navigable stream, being 3,000 feet long and 287 feet high. After crossing here the O.W.R. and N road takes a cross the plateau to Spokane, making the new cut-off of many miles.

Lyon's Ferry is at Palouse and here Col. Wright and his command crossed the Snake on their way to the four lakes where the old government road from Walla Walla to Spokane can still be seen (A000000s (typist's note--Wright crossed above at Fort Taylor, about 5 miles, not at Lyons ferry.)

About dark Saturday evening we were hoping to make Lewiston in good season but rain into a blizzard and snow storm and the blackest night you can imagine so did not arrive until midnight Saturday, May 1. Late as it was we were hailed with delight by the crowds which came from their beds to welcome us. Volley after volley of cannon was fired, whistles blew and everybody cheered till exhausted. We were so excited by the ovation that sleep was driven from our eyes.

The first thing Sunday morning invitations began to pour in by telephone and Lewiston ladies whom some of us knew treated us with utmost courtesy during our stay. Dr. Morris, mayor of Lewiston, Judge Blakeley, Governor Alexander, wife and daughter, proved agreeable traveling companions on sightseeing trips as was Mrs. Hodgins from Moscow, who was a daughter of Mr. Agnew who owned pack trains between

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Yakima County Sheriff

M.G. Wills, after organization of Washington territory served as sheriff of Yakima county (notes in Oregon library at The Dalles.)

Fishing--Salmon.

(Field trip to the Dalles)

10/12/52

Salmon, 1853, ten barrels of salmon salted and shipped to Liverpool in the Hudson's Bay Company sailing vessel probably the first shipped to foreign shores.