

Steamers

The Mountaineer

Friday, January 18, 1867.

Oregon Steam Navigation Company, "winter arrangement" the steamers

The ~~Good~~ Nez Perce Chief

Web-Foot

Tenino

Owyhee

Yakima

Spray

Okanagon

Captains E. F. Coe, C.C. Felton, J.H. ~~De~~ D. Gray and Thomas
J. Stump

One of the above named boats will leave Celilo for Umatilla
and Wallula on each Monday, Thursday and Saturday.

The passenger train to connect with steamers at Celilo
will start from the railroad depot, Dalles City at 4 1 2 o'clock
a.m. Returning, a steamer will leave Wallula for Celilo
on each Monday, ~~Wednesday~~ Wednesday and Saturday at 5 o'clock a.m.,
connecting with the train for the Dalles for Portland
...through in one day, the Steamers "Oneonta or Idaho

Captains J. McNulty commander, will leave Dalles daily (Sundays
excepted) at 5 o'clock a.m. connecting by the "Cascade Railroad
with the Steamers New World, Cascade, or Wilson G. Hunt, Captain
J. Wolf commander, for Portland. Signed by Frank T. Dodge, agent
OSN Company. Signed Dalles, Dec 1, 1866.

Cascade Locks

We are credibly informed that the same old policy is being pursued at the locks which has delayed its completion so long.

The plan for a mamouth compartment for a steamer and several barges to enter and be locked at one time is still being followed and time and money spent upon the river below the site of the lock which are not called for except to keep a boat and men employed and use up the appropriation without giving that assistance to the legitimate work on the lock which is required if it would be finished in this generation--asco Sun, Nov. 1884.

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Columbia

A squad of workmen, the first of a considerable body, left Spokane Falls, Feb. 2 for the Columbia to put up buildings and repair a steamboat that is to ply between the upper rapids and the point on the Columbia crossed by the Canadian Pacific railroad.

The object is to perfect a route from Spokane to the above mentioned ~~road~~ railroad via the wagon road and river as there is prospect of a large amount of transferring to that road the coming summer.. Wash. Farmer, Feb. 14, 1885.

The meeting to discuss the subject of an open river was called to order at 2 o'clock by F.W. Paine, Esq. who stated that the object of the meeting and introduced Major Jones who in a short speech, put to the point, demonstrated the entire feasibility of an open river at a minimum expense.

He stated that at the Cascades for 3,000 feet of canal two locks were required. At high water the fall was 12 feet and 24 feet at low water. The cost is estimated at \$1,000,000 more than the \$9,000,000 already spent. At The Dalles two canals are necessary one of 4,500 feet and one of 8,000 feet, but the work in rock could be performed for a ship railroad at The Dalles in a short time and stated that he was going to survey Priest's Rapids. Owing to press a more extended account is delayed for our next issue-- ~~Walla Walla~~ Statesman Feb. 1885.

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Steamers

On Wednesday of last week the steamer, Coeur d'Alene succeeded in getting up the Coeur d'Alene river fifteen miles above Kingston. This is the highest point ever reached by a steamer. With a foot more of water ~~too~~ she could have gone up to the big jam--the Washington Harmer, April 4, 1885.

Steamer Ellensburgh 1888

The steamer City of Ellensburgh has been tied up in a secure harbor two miles above Rock Island. New and more powerful machinery will be put in her this winter...

--Ellensburgh Capital Dec. 20, 1888

Columbia

The steamer, City of Ellensburgh struck a reef in the Columbia above Rock Island the other day and is now laid up for repairs--Yakima Herald, December 5, 1889.

Columbia

The st amer "Rattler" which is onow on the upper Columbia is coining twenty dollars per day , or at least so the report comes from a good source. It may be within the range of possibilities for the North Yakima stockholders to yet get a dividend from the old craft--Yakima Herald, December 26, 1889.

Columbia

The following in regard to the survey and appropriation of the Columbia river at Rock Island and Priest rapids is at Washington dispatch of recent date:

"The secretary of war today transmitted to the secretary of the house the report of Major W.A. Jones of the engineers on the surveys of the upper Columbia river between Wallula and the British line in Washington.

The obstructed section is found to be about sixty miles. Removal of the obstructions will give clear navigation for 339 miles. Major Jones' project for ascending Rock Island rapids and Priest rapids is by means of boats with auxiliary power and removal of the rocks.

The aggregate cost is figured at \$149,000--Yakima Herald, Feb. 26, 1899.

Columbia

The passage of the river and harbor will give the engineers sufficient money to continue the various projects for such improvements in Washington.

As the measure comes so late however, the engineers say not much can be done this season beyond getting things in shipshape so that active operations can be pushed forward as to be of service to navigation interests, when they are resumed.

The most important new improvement authorized is that of the upper Columbia river from the head of Rock Island rapids to the foot of Priest rapids for which \$79,000 will be available. This reach of the river is 59 and one-half miles in length and covers a line along which the spur from the Cascade mountains has been cut by the river.

The project for opening this reach of river which includes Priest, Cabinet and Rock Island rapids to navigation recommended by the engineers is by means of auxiliary water power as here described:

It is proposed to assist boats over the Rock Island rapids by power supplied at the upper end of the large peninsula. The cost of the project for furnishing boats with auxiliary power from a permanent station would be as follows:

Rock removed in channel, \$55,300; auxiliary power \$4,000;
Contingencies \$6,700--total \$66,000.

The auxiliary power mentioned would come from a scow wheel anchored in the cleared rapids with a line leading down to the boat to be assisted.

Power of the same kind is adopted by the engineers for the improvement of navigation at Cabinet rapids, as the best and quickest means of assisting boats. The cost thereof would only be \$4,000. Descending boats, it is said, can pass freely.

Columbia River

Capt. Dan Thompson was a fisherman and head cook on a Columbia river salmon boat. He had a reputation as an expert in the culinary art and used to cook for half a dozen boats engaged in the fisheries when they were tied up together at night.

There was only one fault with his cooking. He didn't know how to keep his coffee from getting muddy.

One day Dan went to Astoria. As he walked along the water front he saw a big sign: "Fine Shaker socks, 50 cents per dozen."

"Just the thing" said Dan to himself. He bought two dozen.

For the benefit of the uninitiated I may explain that the Shaker variety of socks is one peculiar to the Columbia salmon fishermen to whom they are recommended by their cheapness. They are worn by the more fastidious boatmen inside their great rubber boots for periods ranging from two weeks up. They are then thrown away as they would hardly stand a washing.

Dan didn't buy the shakers to wear. He was above such weakness and had a thorough contempt for the dudes who had to wear socks.

When the honest fishermen returned that evening he hastened to try his experiment. He put the ground coffee in one of the socks and threw it into the pot. It turned out beautifully clear and Dan's fame increased.

One evening at Point of Pines, 50 mile up the river, a large number of boats were drawn up. Dan was determined to make a particularly good pail of coffee. He took a double portion of coffee and laid out on the gunwale of the boat two socks. Then he started to prepare the meal.

Just then another boat drew alongside. The newcomer saw the nice clean socks and looked at them longingly. He had been up the river a month and his own pair would only last a short time longer. Quietly he slipped off

Columbia

Captain Symons has made an adverse report on the feasibility of opening the upper Columbia to navigation. He is of the opinion that removing the obstructions at Rock Island and Cabinet rapids would be an expensive undertaking and then give no assurance of an open river--Yakima Herald, August 13, 1891.

Columbia

The work of clearing the Columbia of obstructions to navigation at Rock Island rapids has ceased and the government ^abots will be hung up at Pasco. The appropriation was exhausted like dew before the morning sun.

A steamer is being built at Ballard for a syndicate of eastern capitalists who will use her in the Yakima river where they intend to go into hydraulic mining on a large scale--Yakima Herald, May 12, 1892.

The steamer, City of Ellensburg, has been newly refitted and is now navigating the upper Columbia river, making two trips a week from Port Eaton to Bridgeport, a distance of 100 miles.

She leaves Port Eaton Mondays and Thursdays, returning Wednesdays and Saturdays--Yakima Herald, May 12, 1892.

Columbia

The Grand Coulee ship canal scheme is progressing favorably.

In less than two weeks Mr. Goodin and Mr. Scott expect to establish its practicability beyond a doubt.

Engineer J.H. Sheeley, who had had considerable experience in canals, will commence the preliminary survey this week and within ten days it is hoped to have sufficient knowledge of the elevations of the country to prove that this idea is feasible.

The Grand Coulee will have to be dug a distance of about five miles from a point in section 28, township 30, said Dr. Elmer, to a small lake and from there a series of lakes and rivers connect with the Columbia.

Mr. Goodin, Mr. Scott and the doctor all agree that \$5,000,000, will be ready when the engineers report is turned in that much is necessary to improve it.

With one tenth of the water of the Columbia river it is proposed to make the finest ship canal in the world.

The number of prominent men in the state have been seen and it is believed that when the scheme is proved to be a practicable one and after work has been begun that an appropriation of at least half enough to improve it can be obtained from the state and government.

The promoters of the new enterprise are more enthusiastic than ever and steps are being taken to purchase a large quantity of land that will become valuable as soon as water is turned on it--Spokane Spokesman, October 20, 1892.

Columbia

Last Saturday Secretary Lamont sent to the house the report of engineers on obstructions to navigation in the Columbia river between Three-Mile rapids and Celilo falls, Washington and Oregon.

The methods of overcoming the obstructions brought under consideration were a portage railway from Celilo to a point below Three-Mile rapids, a boat railway or a canal.

The board was of the opinion that a portage railway will meet the urgent demand of the wheat district, will supply the present necessity of commerce and will be useful hereafter in the construction of a canal.

They therefore report that the obstruction to navigation on the Columbia from the waters below Three - Mile rapids to the navigable waters above Celilo falls, can be overcome in the most feasible, speedy and economical manner, and in that best adapted to present necessities of commerce, and to its further development, by the construction of a portage railway of standard gauge on the south side of the Columbia from Celilo to Dalles City, the cost of which is estimated at \$454,390 and that when the necessity shall arise for accommodations greater than can be furnished by a portage railway, the board recommends that the construction of a canal, located on the Oregon side of the river, be undertaken. This investigation was authorized by a provision in the last river and harbor bill--Goldendale Sentinel, September 21, 1893.

Columbia

The depressed financial condition of the country doesn't seem to have put a damper on the Leadbetters for, on Friday last, there were filed with the auditor of the state of Oregon articles of incorporation of the Columbia River transportation company, by H.C. Leadbetter, F.W. Leadbetter and C.A. Bullen.

The capitalization is \$30,000 and the purposes to operate a line of steamboats and barges between Celilo and the head of the navigation of the Columbia river--Yakima Herald, May 10, 1894.

Ferry boats

The ferry across the Columbia river above the mouth of the Yakima six miles from Pasco is nearly completed; and ranchers in the lower county are rejoicing--Yakima Herald, Nov. 8, 1894.

The new Columbia cable ferry, which has been located between Pasco and Walula, is now ready for business and publishes its announcement in this issue of the Herald.

It is on the direct line from the Sound and Central Washington for those who intend traveling by team to Walla Walla or to the soon-to-be -opened Nez Perce reservation.

The New
Columbia Cable
Ferry

Timmermann bros.

This ferry is on a direct route from the Sound, Yakima and the Klickitat country to or from Spokane, Palouse, Northern Idaho (Nez Perce Indian reservation) and Walla Walla.

Rates for team and Wagon \$1.

Yakima Herald, May 16, 1895.

Regulator Line Steamer. Regulator and Dalles City

Daily (except Sunday) between The Dalles, Hood River, Cascade Locks, Vancouver and Portland.

Touching at way points on both sides of the Columbia River.

Both of the above steamers have been rebuilt and are in excellent shape for the season of 1899. The Regulator Line will endeavor to give its patrons the best service possible.

For comfort, economy and pleasure travel by the steamers of the Regulator Line.

The above steamers leave Portland and The Dalles at 7 a.m. and arrive at destination in ample time for outdoing trains.

Write for folder. Portland Office, Oak st. dock. The Dalles Office, Court street. W.C. Allaway, general agent--Yakima Herald, June 1, 1899.