

Wreck: Brother Jonathan

Oregon Statesman of August 7, 1865, tells story of Greatest Marine Tragedy in history of State by which Vessel and lives were lost.

..One hundred and sixty-two people were on the Brother Jonathan when it sank after striking a reef ten miles northwest of Crescent City on July 31, 1865, and only 16 of them reached the shore safely.

Among the many prominent people who went down on the Brother Jonathan were A.G. Henry of Yamhill county who was returning from Washington D.C. with his commissioner of Governor of Washington territory and who was an old friend of President Lincoln; William Logan of The Dalles, Indian Agent on the Warm spring reservation; Brig. General George Wright, U.S.A commander of the department of the Columbia and many other army officers; Supt. of Indian affairs Huntington told Elkins that Logan went down with \$10,000 in greenbacks of Indian funds on his bod .

The only boat which reached the shore was the one in which Mrs. Mary Ann Tweedale, mother of W.C. Tweedale of this city (Albany Or.) embarked.

Crescent City: via Jacksonville, July 31, 1865 Steamer Brother Jonathan struck a sunken reef off St. George Point eight or ten miles northwest from Crescent City about half past 1 o'clock P.M. to y and went down in about 45 minutes. All on board were down and are supposed to be lost with the exception of 17 persons and three children who came ashore with me in the ship's lifeboat at this place. About 5 o'clock P M all small boats at this place went to the rescue. There's no hope of saving anyone . Two boats swamped alongside the ship and there were three boats left on the steamer.

The rescued passengers are well cared for by citizens here;

List saved: James Patterson, third officer; David Farrell, steerage steward; Henry Miller, baker; Patrick Linn, fireman; William Lovejoy, fireman; Edward Shields, sailor; Stephen Morgan, Mrs. Mary Ann Tweedale, Mrs. Nina Bonehart and child; Mrs. Martha Scott and child and four colored seamen.

8 p.m.--The boats have returned and report having seen nothing of the wreck. "We have given up all hopes. Signed, J. Patterson, third officer.

San Francisco--Passengers Include Brig. Gen. Wright, U.S.A and wife; Lt. E.D. Waite, U.S.A.; Captain Craddock, U.S.A.; Major E.W. Eddy...

...commander of ship was S.J. DeWolf; William L. Allen first officer

Jacksonville--Aug 2, 10 a.m. The last seen of General Wright he was standing on board holding a life preserver in his hand. There were two boats swamped near the one that the 14 men and women and child made their escape in.

S.F.--Nothing additional has been heard of the Brother Jonathan disaster. The nearest telegraph station, Jacksonville, is 130 miles distant. The Brother Jonathan had six boats on board, three of which were Francis S. Patent lifeboats and the others were common ship's surf boats capable of carrying 200 persons, which is more than the whole number aboard.

S.F.--The terrible catastrophe has thrown the city into mourning... Every flat in the city and on the shipping in the bay is at half mast

James Nisbet, editor of The Bulletin was among the passengers.

Major Eddy, paymaster of the U.S.A. has \$200,000 in government funds which were to be used in paying off troops. The major before sailing balanced his government accounts, settled his private accounts, made his will and told some of his friends that he felt a presentiment that he should never return.

There was about \$300,000 worth of merchandise aboard, mostly for Portland merchants.

Ferry Rides at 3 A.M.

James Silcott of the Palouse Ferry on Snake River called on us...

One thing...seems to ruffle Mr. Silcott's temper a little. He says that a certain young man of this city is in the habit of coming to his place every few months, generally arriving there after dark and after spending a sleepless night arouses Mr. Silcott up about 3 o'clock in the morning in order to be ferried over the river by daylight...his girl lives about 60 miles beyond the ferry, and that is the reason of his desire to get such an early start...

--Walla Walla Union, Nov. 27, 1875

On Monday the steam ferry boat, Frederick Billings on which the railroad train crosses the Columbia at Kennewick was taken two and a half miles down the river by ice. She was brought back to the Incline Tuesday.

The 30,000 ties of Paulmeteer broke loose with the flood in the Yakima and on Thursday were in the gorge 13 miles above here. Ice and ties were piled on the banks 12 feet high. The most of the ties will be lost as they are passing out to the Columbia.

Snow at the Dalles ~~there~~ by actual measurement was 106 1-2 inches and subsequently a foot and a half fell. Fifteen inches fell in Yakima...

During the blockade the Wallula hotel was full of immigrants including 40 or 50 children. The company furnished the provisions in the raw and the passengers did their own cooking on the range. The odor of the premises was something awful. A dining car blockaded at Wallula furnished high living for a few and the other snowed up travelers had a tough time rustling for sustenance--The Washington Farmer January 10, 1885.

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 she could have gone up to the big jam--the Washington Barner, April 4, 1885.

West Shore, February, 1887--pp 183

Mr. D.C. Corbin who built the railroad from Mission to O^W Wardner has purchased the property of the Coeur d'Alene Steam Navigation & Transportation Company which has been running a line of steamers on Coeur d'Alene lake in connection with the railroad.

The purchase price is said to be about \$60,000. Transfer of possession will be made about the first of March. This places both the railroad and connecting steamers under one management.

Ships

Sinking of the Alaskan

The O.R. and N steamer Alaskan, while on her way to San Francisco where she was to go into the dry dock for repairs, sunk off Cape Blanco on the southern coast of Oregon Monday evening morning. The crew numbered 47, most of whom were lost. There were no passengers aboard as the company's agent had refused to receive any on account of the condition of the boat. The Alaskan was valued at \$330,000 and was insured for \$200,000 --Yakima Herald, May 22, 1889.

ferry

At mouth of Crab creek, 33 miles from North Yakima. Shortest
route to Big Bend country, Colville reservation, Republic mines,
Spokane and Ritzville. New road established and signboards up
from here to ferry. The Yakima Republic, May 11, 1900.

Seattle, Jan 10-At least 54 persons lost their lives in the wreck of the steamer Clallam which was lost early Saturday morning in the straits of Juan de Fuca midway between Smith island and Dungeness Spit.

Every person who put off in the lifeboats lowered when it was apparent that the steamer could not live out the terrible gale that was blowing drowned.

Only those who staid with the vessel fighting against the sea for possession of the craft were saved. Those persons were compelled to fight desperately for their lives, rushing forward when the vessel turned on her beam ends, clinging frantically to the rails and finally slipping off the sides of the vessel into the water not to a life raft that had been lowered. Subsequently they were picked up by the tugs Sea Lion and Holyoke.

It was not the fault of the commanding officer nor the men in charge of the life boats that the passengers who took to the boats were lost. When the lifeboats were lowered land was in sight yet the impotent Clallam was unable even to make headway against the gale. Prudence dictated that the passengers and such of the crew needed to navigate the boats be given the opportunity of saving their lives by the lifeboats. That they failed to reach shore was due entirely to the fact that human strength was but a feeble protest against the fury of the elements.

At 11 hours the Clallam battled against the fury of the storm before the struggle was abandoned and the boat wettled back into the waters of the sound. Early in the afternoon of Friday the steamer became disabled; later in the day three life boats were put off and went down almost in sight of

and hurl them into the water.

The Clallam was a staunch new passenger boat. She left Port Townsend for Victoria Friday noon, facing a terrible southwest gale. Within sight of her destination a huge sea overwhelmed the steamer smashing in her dead lights, flooding her hold with water, ~~extinguishing the fire~~ ~~extinguishing the fire~~ beneath the boilers and placing her at the mercy of a howling gale.

The pumps were impotent and three gangs of bailers were set to work.

The men were about to resign themselves to fate when the tug Richard Holyoke, one of six sent to the rescue from Port Townsend, hove into sight. A line was thrown aboard the tug and with her tow she started for Port Townsend. She made fair progress and it seemed for a time that the Clallam with the remainder of the passengers would be saved. But the hull of the Clallam began to give way before the terrific assaults of the waves and the strain of the tow line completed the work the seas ~~had~~ begun.

The tug sea lion sighted the Holyoke and her tow about midnight and stood by to assist. At 12:30 the Clallam went on her beam ends and began sinking rapidly. At 1:07 she settled and the tow lines were cut. A few minutes later she lurched and disappeared. By heroic efforts the crews of the two tugs saved the lives of nearly all who had remained aboard the Clallam.

The closing scene is this. The most terrible marine tragedy ever known in these waters is eight miles north of Protection island, only a short distance north of Port Townsend and approximately 30 miles from Victoria. The Holyoke picked up the Clallam off Smith's island. The survivors were brought to Seattle on the steamer Dirigo--The Yakima Herald, January 13, 1904.

Seattle, Sept. 7--Capt. John B. Libby, for a number of years head of the Puget Sound Tugboat Company and one of the most prominent figures in steamboating on Puget sound died at the Crystal Springs sanitarium, Portland, O. Monday.

Capt. Libby came to the Pacific coast fifty years ago and a few years in San Francisco came to Seattle. He was identified with many of the enterprises on the sound mostly connected with steamboating business--th 1905.

J.E. Merwin who now has sole charge of the Prosser "Queen" took a free excursion up the river a few miles Sunday afternoon. He has contracted to haul to Prosser about 400 tons of hay from the Euclid country besides about 100 tons of apples and potatoes.

Mr. Merwin has secured the B.E. ~~McGowan~~ Ritchie boat to help him transport the products of the farmers up the river and will thus be enabled to bring down big loads--Prosser Bulletin, Nov. 5, 1905.

Portland, May 22--A special to the Oregonian from Rainier, Or. states that the Portland and San Francisco liner, Elder, which foundered in the Columbia river near Rainier January 21, 1905, was successfully raised tonight.

The Elder left Portland heavily laden with passengers and freight for San Francisco. The night was thick and about 11 o'clock she ran on the rock from which she was removed today. This rock sloped slightly toward the Elder, but had a sharp pinnacle on the far side. The craft overrode this for about one third of her length, when she settled down, the pinnacle puncturing her to the height of about seven feet.

Several attempts have been made to float the vessel by lightering but each effort was a failure. The company finally turned her over to the underwriters, who also decided it was impossible to save her and sold her to J.H. Patterson, her present owner--The Yakima Herald, May 23, 1906.

Eureka, Calif, July 22, 1907. The hourly list of the marine horror off Mendocino county coast shrinks. Best advices tonight are 177 of the 249 souls on board of the Columbia escaped death when the vessel went to the bottom near Shelter Grove between midnight and 1 o'clock Sunday morning. A hundred and seven of the Columbia's passengers and 35 of the crew have been brought to this port by the steamer, George W. Elder which towed the colliding schooner San Pedro from the scene of the disaster to Eureka.

The Columbia was run into and sunk early Sunday morning by the lumber laden schooner San Pedro.

Seattle, Sept. 29, 1908-In a fog so dense that objects a few feet distance were not visible the steamer Humboldt from southeastern Alaska points was piled on the rocks of Mouette point on Pender island off the Vancouver island coast. The entire passenger list of 38, who had boarded the steamer in Seattle were transferred to the shipping steamship Edith and returned to Seattle tonight.

The position of the Humboldt following the severe damages sustained in grounding is such to convince the officers of the Edith that there is only a slight hope of saving the vessel. The entire stem and foreshoe of the steamer was carried away and a hole in the starboard bow large enough to pass a bale of straw through leaves the vessel at the mercy of the tides. The wireless equipment on board the Humboldt permitted information to be forwarded to Victoria within a few minutes after the grounding.

Captain Miller master of the Edith states that an error in navigation which caused the grounding could have been corrected by steering the ship even a fraction of a point more westerly.

Vancouver, August 28, 1909- Stories told by the survivors of the Ohio disaster who arrived here today on the steamer Rupert City are full of praise for the officers and the crew of the Ohio.

Three members of the crew perished, Purser Frederick J. Stephen, the wireless operator George E. Eccles and quartermaster Albert M. Johnson gave their lives to save the passengers.

The soldier who was drowned is said to be Doc Hayes bound for Fort Liscum from Columbus, Ohio, who was wedged in his stateroom by the twisting of the ship.

The steerage passenger lost was drowned while swimming to a life boat.

The Ohio's men took the passengers to the shore of Carter bay and then rowed to Swanson bay where the fishing steamer Kingfisher was at anchor. The Kingfisher hastened to Carter bay and took the shivering passengers and crew on board, fed and clothed them and conveyed them to Swanson bay.

Operator Eccles calls for help did not reach any steamer for none was within range but they were heard at Ketchikan and the operator there gave the news to the steamer's Humboldt and Rupert City which proceeded to Swanson bay and got the refugees. About 22 who wished to go north were carried on the Humboldt to Juneau and the rest were landed here by the Rupert City today.

Marshfield, August 31, 1909- The steamer Bandon was wrecked this afternoon on the bar of the Coquille river.

The passengers and crew were all saved but the steamer and her cargo of lumber will probably be a total loss. The accident occurred while the Bandon was being towed out of Coquille river on her way to Coosbay as she was crossing the bar, she struck on a rock on the south spit, inside the jetty.

The tug and crew of the life saving station got a line from the steamer to the shore and passengers who consisted of twelve members of the order of Elks were brought safely to shore. Efforts of boats to recover the cargo have been fruitless and as the craft has now slid off the rock and is broadside across the nar it is expected she will be hammered to pieces by the surf.

April--1915.

Eugene, Or. March 31-- Reminiscences of steamboating on the Willamette and Columbia rivers just half a century ago were told today by Capt. E.W. Baughman, recently appointed ~~and~~ admiral of the Dalles-Celilo celebration to take place next month. He carries proudly his appointment signed by Wallace Strubble and "dmiral W.P. Gray and shows with equal pride his retirement granted with honors by the O.W.R. & N Company.

Capt. Baughman says he was the only man who ever ran a steamboat to Springfield, three miles above Eugene. This was in the spring of 1865 just 50 years ago at this time during one stage of high water. He went to Springfield flour mills, still running a, fter a load of flour. His chief loads in his weekly trips up the river to Eugene were supplies for the upper river in return for wheat which Eugene shipped out.

....."The great days though we on the Columbia," he continued. "On one trip up the river in 1862 I made my company \$21,000 clear. "e went up the Snake river from Celilo with 367 passengers. It was the y ear after the mines were discovered and the boat, the Tenino, was loaded every trip. O" "e charged O" one trip we made \$11,000 from passengers alone. "e charged \$95 a ton for freight from Celilo to Lewiston. In 1853 we collected \$84 a ton from Portland to The Dalles. This was the year the government was putting in its barracks.

Capt. Bauman has been retired for 10 years. He will be 82 years of age in May.

The first..trip ever made by steamer up the Snake and the Clearwater river was accomplished by Col. Wright, Len White captain, in 1861.

Ferries

Mrs. Brockman...my father and mother, Mr. and Mrs. Boyd later, came across the plains in covered wagons from Kansas in 1883.

Father rented land for two years 11 miles east of Pomeroy, then used his preemption and homestead act 11 miles north of Pomeroy and went into cattle business.

Father heard of a man who lived on the Snake river up the river from Almota that owned a ferry across the Columbia, where Bridgeport is. also one across the Okanogan river; a Mr. Lumsdow who had a small supply of groceries and a few dry goods in his bachelor home, mostly articles that the Indians needed and wanted.

The range was so fine for cattle that papa bought both ferries the middle of March in 1887. He sold the farm north of Pomeroy then paid \$1,000 cash for them. It took us 10 days to make the trip. We arrived there the 6th of April, 1887.

..Brother Fred and I hauled lumber from what is now Almira, it was Hazletown then....Spokesman Review, March 5, 1950.

The tug boat Halo was taken through Yakima on a flat car
Tuesday bound for Lake Pen d'Oreille. A portion of the timber work
at the ~~tunnel~~ tunnel had been torn out in order to let the boat
through. 8-20-91

Miscellany

W.H. Giezantanner has returned from the upper Columbia where for 16 months past he has been employed as engineer of the steamer Rattler. The Rattler is now laid up for the winter. 1-9-90