

## Steamboating.

Capt. Troup (The Dalles)  
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The Weekly Mountaineer, Oct. 15th, 1876-- Rejected--Master James Troup recently nominated by Hon. S. Garfield to the Annapolis Naval Academy, has been rejected on account of an imperfection in one of his eyes, caused by an accident in infancy.

This is to be regretted as James is a noble boy, every other way competent and would have been an honor to the territory had he been admitted.

Note--Master James Troup is now Captain J.W. Troup general manager of the Canadian Pacific Steamship company and lives at Victoria, B.C.

He was born at Vancouver, Wash in 1855 and was 15 years old at the time he failed in his examination for Annapolis. He came from a family of steamboat men. His father was William H. Troup of the steamer Vancouver, plying to Portland and Jimmy got his first steamboat experience on that boat.

He commanded the steamer "Wasp" on the Vancouver, Portland route before he was 20 years old. By the time he was of age, it is said that he filled every position on a boat from deckhand to master.

About this time he entered the employment of the O.S.N. Co. on the upper Columbia and Snake rivers, first as purser. As purser he soon learned the river and was master of some of the company's best steamers. He was given command of the "Harvest Queen" when she was launched and remained with her until he finally brought her over Tumwater falls and later he piloted her over the Cascades. At the time of his father's death the company placed at his disposal special boats and trains to enable him to reach home in time for the funeral.

Captain Troup was superintendent and port captain of water lines in Portland of the Union Pacific which had absorbed the O.R.N. company position which he held for some years. The Harvest Queen was built at Celilo in 1878. She was the largest steamer on the upper river and while not so rapid a boat she was elegantly equipped as any on

the lower river. Captain Troup commanded the Queen as she ran between Celilo and Lewiston until February 1881 when he took her over Tumwater falls. This was one of the most exciting trips ever made on the Columbia river. The engineers were P.W. DeHuff and Dave Pardun. When she struck the brink the rudders were torn off and the wheel damaged. The next plunge broke her starboard eccentric. In this helpless condition she struck a submerged rock tearing a hole in the hull and filling two compartments.

Rudderless and unmanageable she swung from this obstruction and shortly hit a reef which tore off her bow. The swift current parted the anchor chain but fortunately the ledge held her. The engineers repaired some of the damages and with one engine working she landed and further repairs were made. A week later she was taken through the Little Dalles and on the 18th through Grand Dalles. On the middle river she was commanded by Capt. John McNulty until 1890 when Captain Troup took her safely over the Cascades. The "Harvest Queen" was 200 feet long, 27 feet beam, 7 feet six inches hold and engines 20x96. She was extensively repaired in 1890 for the Portland-Cascade route. The Harvest Queen shot the Cascades May 18th in the presence of the largest crowd that had ever witnessed a boat shooting the Cascades. Five photographers of the Queen majestically sailing over the too swift water are quite common. Peter W. DeHuff was again at her throttle and Charlie Dehm and Zene Moody were assistant engineers. Captain Miles Bell assisted Captain Troup in the pilot house. She carried 20 passengers among whom were Captain E.S. Edwards, U.S. Inspector of hulls; Frank McDermot, U.S. Inspector of boilers; Peter Carstens, Captain W.H. Whitcomb, Captain Cherry and Russell Sewall of Portland.

P.W. DeHuff was O.R. and N master mechanic at The Dalles shops for years. Zene Moody and Charley Dehm were Dalles boys. Moody now



lives in Ashland.

Capt. Troup came from Victoria when the Dalles-Celilo locks were opened when he met many old friends.

In a recent letter to the writer (Lula D. Crandall) he said: "The river only looked natural notwithstanding the many changes along its banks and the boats were conspicuous by their absence. Mrs. Troup and I attended the ball given for the Prince of Wales last Monday night. We danced until 2 a.m. Pretty good for old people. I am 72 now. 6

Captain Troup married a Dalles girl. She was Miss Frances J. Stump. Her father was also a steamboat captain, Thomas J. Stump. Frankie Stump was an accomplished singer and took an active part in local programs. She was a very attractive girl of fine personality and appearance and a very handsome woman.

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Dec. 24th, 1870-"he defeat of "The Dalles and Sandy Wagon Road Bill at the last session of the legislature was due to the exertions of the proprietors of the Portland Herald under the patronage of Ladd, Ainsworth & Co. of the Columbia river monopoly.

A pretty state of affairs when a great rich steamboat company is afraid of the competition of a wagon road. "eader, don't you think so?

Oct. 29, 1870- Mr. Victor Trevitt ~~ON~~ has succeeded in getting a relief bill through the legislature for Wasco county. It refunds the sum of money recovered by the O.S.N. Co. from the county some two years ago as taxes ~~improperly~~ improperly assessed and collected.

Dec. 31st, 1870-"he ferry boat plying on the Columbia river between this place and Rockland, W.T. commenced again on Friday.

Oct. 8th, 1870-"he O.S .N. Co have reduced the fare during continuance of the state fair to five dollars from this point to Portland and back. The passage from this point to Salem and back for those wishing to attend the fair is nine dollars. Last year, if we are not mistaken it cost \$22 . Quite a change to come in about the short space of 12 months.

Sat., Jan 7th, 1871-"he steamer Dixie Thompson which for two days has been along side the ship Montgomery Castle taking part of the vessel's cargo in order that she might be insured a certain passage to sea was

last evening full and today the Oneonta will receive a quantity from the same vessel when all will go to the Columbia river where the cargo will be returned to the ship and she will proceed on her voyage.

Sat. Jan 14th, 1871-John Torrance formerly a resident of the Dalles and the earliest steamboat engineer on the Columbia died recently at the residence of his brother-in-law in Delaware county, Pennsylvania.

Jan. 14th, 1871-Last week ~~wednesday~~ we made a hasty visit to Albany. We left here Tuesday ~~evening~~ morning and arrived at Albany on Wednesday noon, a distance of about two hundred miles. This we consider rather rapid traveling for a new country. The traveling time from this point to Portland, distance one hundred and twenty-five miles, was made by the O.S.N. Co's steamers, Idaho and Oneonta, in about eight hours. The distance from Portland to Albany is seventy-five miles and is made by the O. and C Railroad in four hours and a half.

Jan. 21st, 1871-A large band of cattle was brought up by the Idaho on Wednesday evening. On Thursday we noticed that they were being ferried across the river for the Yakima valley.

Sat. Feb 2nd, 1871-The O.S.N. Co have put in ~~on~~ a daily boat between Portland and Kalama.

Feb. 18th, 1871-It is supposed boats will commence running from Celilo to Wallula on or about the first of April.

April 8th, 1871-Mr. Jervis, a stranger in these parts has been appointed to the position of purser of the Idaho in place of Mr. George Knaggs, promoted.

Sat. April 22nd, 1871-During the past week about six hundred head of cattle have arrived by the O.S.N. Co's steamboat Idaho from the Willamette country, besides a large number of horses, mules and hogs.

The steamer Owyhee met with an accident on Saturday last when about 40 miles above Celilo by the breaking of a crank pin and the consequent



bursting of both heads of the cylinder of one of her engines.

She was so much disabled as to be compelled to tie up and Captain Stump returned to Celilo in a small boat and took the steamer Tenino up on Sunday morning and after changing passengers and freight continued on his voyage.

The disabled boat was brought down to Celilo where she will soon be in working order again.

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Ferryboats  
(Steamboats) The Dalles

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the Pend Oreille lake. We miss the genial Purser Knaggs from our gatherings  
and while we wish him success in the new position he has assumed we  
hope that his stay will be only temporary and after a few days we may  
be returned to us.

April 15th, 1871- We have received a short note from Mr. George  
Knaggs who is at present the O.S.N Co's agent at the Pend Oreille lake  
on the route from Walla Walla to Helena, Montana He does not seem  
particularly in love with the country, if we are permitted to judge from  
a remark made in his letter. He is well and hearty and enjoying him-  
self as well as possible under the circumstances.

Sat, June 24th, 1871- Mr. George Knaggs has returned home from the Pend  
Oreille lake where he has been during the spring and summer in charge  
of the O.S.N Co's boats which are now laid up for the season.

The bridge known as the Hamilton Bridge is on the line of the O.S.N.  
Co's railroad at the Cascades has been so much damaged by the flood  
that trains will not cross until repairs are made.

Sat July 8th-- After an absence of several months attending to the  
O.S.N. Co's business on the Pend Oreille lake, Mr. George Knaggs  
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We congratulate our friend Knaggs upon the change and are satisfied  
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surrounded by many friends than to be stuck away off in the wilds of the  
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Saturday, Oct 22nd, 1870- On last Saturday the 18th Capt. John McNulty  
brought down to this city the steamboats Shoshone and Nez Perce  
Chief from the Mess House above the narrow rapids known as the dalles.

The Shoshone was brought down first and sustained but little damage ,merely breaking off part of her guards and upper rail on the starboard side. The Nez Perce Chief however was not fortunate In the first place she is not so easily handled as the Shoshone and secondly her hull is a very rotten condition. Consequently the thumps that did not affect the Shoshone had on her a more damaging result. The channel being very tortuous the handling of this boat was extremely difficult and on nearing the city it was found necessary to beach her. It was deemed by the captain almost ~~impossible~~ impracticable to bring the Chief down after the experiment with the Shoshone and word to that effect was telegraphed to the company's office at Portland. The reply came back. "Try."

We consider that a great deal of credit is due to the captain and officers for the coolness , promptitude and courage displayed on this particular occasion.

Dec. 25th, 1868--The steamer Nez Perce Chief which struck on a rock for several days last week has been gotten off with very little damage and is now running as if nothing had happened.

Sat. May 27th--1871--The O.S.N. Company intends soon taking the steamer Nez Perce Chief over the Cascades. We understand that the boat is almost ready for the perilous voyage.

July 15th, 1871--The O.S.N. Co. are fitting up the old Nez Perce Chief to be used as a cattle boat between Portland and the Cascades.

Sept. 30th, 1871--The O.S.N. Co's steamer , Nez Perce Chief that once was the pride of the upper Columbia river has been launched at the home yard at Portland having been converted into a cattle boat.

Sat June 19th--1871--On Tuesday morning at half past six o'clock Capt. Ainsworth president of the O.S.N. Company left the wharf in this city in command of the Nez Perce Chief and started for Portland. He passed through the Cascades in splendid style without an accident and arrived at Portland at half past one o'clock in the afternoon, having



made the entire run, one hundred and twenty five miles in seven hours or nearly eighteen miles an hour.

Note-~~The~~ Nez Perce Chief was built at Celilo to run in connection with the steamer, Oneonta from ~~the Dalles to Upper Columbia~~ Cascades north bank.

Captain J.H.D. Gray was her commander. Her route was to Lewiston and she made good time in passenger service but was too light for a freight boat.

During the Salmon river excitement beyond Lewiston she is said to have carried the most valuable cargo ever brought down the river. The value of the gold dust on her manifest, Oct. 29th, 1863, was \$382,000 .

In 1870 the Chief was taken over the Tum-water falls by Capt. Jack Brazee and from the mess house through the grand dalles by Captain John McNulty. The next ~~second~~ summer, 11871, during the

June rise, the 6th of June, Captain J.C. Ainsworth shot the Cascade rapids safely with the Chief and soon after reaching Portland the boat was dismantled ~~and~~ the engines removed and the hull was used as a barge. The Chief was 126 feet beam, depth of hold five feet,

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April 29th, 1871-Mr. Frank Dodge, formerly agent at this place for the O.S.N. Co. was in town for several days during the past week.

Sat. April 29th, 1871-Captain Sam Holmes of O.S.N. Co. was taken severely sick on Friday night the 20th but we learn that he is now slowly recovering.

Sat. May 6th, 1871-The oldhulk that has been lying on the beach above town for the past two years once the O.S.N. Co.'s beautiful steamer, Iris, was set on fire some days ago and consumed for the purpose of obtaining the old iron in her timbers.

Sat. June 3rd, 1871-Last week there passed through our city over the Dalles and Celilo railroad one hundred tons of flour and wool. The flour was from Walla Walla and the wool from Umatilla county Oregon.

Sat. July 1st-1871-The O.S.N. Co's steamer Owyhee, Captain Tom Stump commanding met with a serious accident last Monday. When about 18 miles above Wallula with freight and passengers for Lewiston the Owyhee struck a sunken rock and filled in a short time. All passengers and a large amount of freight were gotten ashore by the aid of a ferry boat that happened to be in the vicinity. The steamer now lies with only her bow standing out of the water. We have heard no blame being attached to Captain Stump for the accident. We are only surprised from the difficult nature of the navigation of the river in that locality that more accidents have not occurred heretofore. We believe it is the first thing of this kind that Captain Stump has had any hand in bringing about, either directly or indirectly during the four years and a half we have been in charge of the Mountaineer (The Dalles Mountaineer) that was of sufficient importance to bear publication

Since the above was in type we have learned the following in

relation to the accident which we give as official: The accident occurred at 7:30 a.m. 27 miles above Wallula at Washtuckua Ferry. At this point there is a wire stretched across the Columbia river and to pass under it it was necessary to run close to the shore.

The rock upon which the boat struck makes no sign whatever. Usually there is a little ripple over these which is a sign of danger. The boat passed directly over the same spot on her trip before, but in the meantime the river had fallen sufficiently to allow the boat to strike. Captain Holmes, in command of the Tenino, went up Wednesday and brought down all the freight to Wallula in good condition. He took up a corps of carpenters who expect to have the boat raised in the course of a week or ten days. No more trips will be attempted this season to Lewiston, as the Snake river has become too low.

Note-The Owyhee was built at Celilo as an opposition steamer to the O.S.N. Co. Before she was completed the big company secured the control and she came out under their flag. She ran to Lewiston in command of Capt. J.H.D. Gray and Captain Henry C. Coe of Hood River, pilot. Succeeding captains were Eugene F. Coe, Sam H.D. Holmes and Thomas Stump. In 1871 while Stump was running her she struck a rock about 20 miles above Wallula on her way to Lewiston and sank almost immediately. She was raised and was in commission until 1876 when she was dismantled at Celilo. She was 123 feet long four feet in depth; engines 16 x 18 inches, in July, 1878 Captain Fred Wilson sailed the hull down over Tumwa er falls, stern first, safely. From here she was taken to The Dalles in March, 1879. by William Johnston, mate of the R.R. Thompson. She ended her days as a wood barge on the middle river.

Sept. 22nd, 1871- The O.S.N. Co. on the Columbia river is doing a splendid business this season in fact their steamers appear to be carrying freight both up and down the river to their utmost capacity.



Oct. 14th--1871--The quantity of freight that the O.S.N. Co is now carrying to the interior is astonishing to "White Folks."

Should the population increase at the same rate it has this year, what will it be five years from now? Echo says, "Wake Cumtux."

Sat Dec. 9th, 1871--Mr. James Smith, foreman of the O.S.N. Co's machine shops in this city informs us that they are very busy at present repairing engines and locomotives getting ready for spring trade.

The boat on the upper river continues to make regular trips to Wallula and will most likely continue to do so as long as the river remains up, the weather pleasant and freight plenty. Since the above was put into type we learn that the last boat for the season went up yesterday.