

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 Dalle 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 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.

Steamboating

(Lulu D. Crandall collection)

Wasco county library, The Dalles

Sat. Dec. 21st, 1872--The New steamboat--on Thursday afternoon we paid a visit to the O.S.N. company's shipyard in this city for the purpose of picking up a few items.

We found Mr. John Holland, the master shipbuilder, who we interviewed and who kindly accompanied us around the premises and took pains to explain the whys and wherefores of all that we saw.

The new steamboat is one hundred and seventy-five feet in length on the keel, twenty-eight feet beam, seven feet eight inches depth of hold and is two hundred and three feet ten inches and a half over all, from stem to stern. The house will extend out to the edge of the guards so that there will be more room for stowing freight. Besides the usual number of officers and officers rooms, there will be fifteen state rooms, capable of accommodating 28 passengers. There will be a promenade five feet wide on the hurricane deck, where in fine weather the passengers can enjoy the many beautiful views as the boat passes along.

The engines are now being built at the Oregon iron works at Portland. The cylinders will be twenty inches in diameter with a seven foot stroke. The propelling wheel will be 21 feet in diameter.

Her speed it is expected will reach 20 miles an hour easily with three hundred tons of freight and by crowding, some faster. It is expected she will be finished in a superior manner and her whole outfit is to be in accordance with her outside appearance.

Her model is decidedly the prettiest we have ever seen and it is said by those who are well versed in these matters that she will be, when completed, the best built and fastest stern-wheel steamboat that there is in the United States. The builder of this boat, Mr. John Holland, is an unpretending modest young man who seems to understand his business thoroughly and don't put on any unnecessary airs about it. He can well feel proud of the work he has done on the hull

of the boat for we believe it is well and faithfully performed and will compare favorably with that of a like character one of the in the best shipyards of the world.

Sat. Dec 21st, 1872- The hull of the new wharf boat that has just been completed at the O.S.N. company's yard in this city will be launched on Monday next. The boat is 140 feet long and 36 feet beam with 6 1-2 feet hold and 146 feet over all. Her capacity will be about one thousand tons. In her construction there was used seventy-five thousand feet of lumber and four tons of iron fastenings. Her cost when completed will be about \$4,500. The house of the old boat, now at the landing will

be taken off and placed on the new hull when she will be ready for service. The old boat will go the way of all worn out hulls, to the bone yard.

Sat. Dec 28th, 1872- The steamer Idaho, Captain John McNulty, went to the Cascades and back on Monday last, but the boat from Portland failed to put in an appearance and so did not make the connection. On Tuesday, owing to the blockade to the river, the Idaho was taken above the city and put in winter quarters. Should the present warm weather continue the Idaho will no doubt commence running again on Monday as the ice has commenced moving down the river.

Since the above was in type we learn that the Idaho will leave this morning for the Cascades and will most likely make the connection with the lower boat.

Sat. Jan 18th, 1872- J.A. Foote with a gang of carpenters is engaged in rebuilding the upper portion of the O.S.N. company's bridge over Mill creek. The bridge is 507 feet long and it is expected to take from four to six weeks to complete the job. One peculiarity of the bridge will be that the floor will be made so as to raise in high water and as the water recedes the floor will drop back in place without injury to other portions of the structure.

(Note 1873)

Saturday Jan. 18, 1873- The steamboat landing has been changed to the sand bar nearly opposite the rear of the Umatilla House. where it will be until the bridge over Mill Creek is completed.

Sat. Feb 1st, 1873 --Captain Thomas J. Stump left this city about two months ago for the Atlantic state by way of San Francisco and was taken seriously ill in the later city. We are pleased to inform his many friends in this vicinity that a letter has been received by his family informing ~~them~~ them that he was so far recovered as to be able to proceed on his journey.

Mr. Murphy , the boss of the working force on the railroad between this city and Celilo has been repairing the track along Main street during the past week.

Steamboating

(Lulu D. Crandall collection)

Wasco county library, The Dalles

Sat. Dec. 21st, 1872--The New steamboat--on Thursday afternoon we paid a visit to the O.S.N. Company's shipyard in this city for the purpose of picking up a few items.

We found Mr. John Holland, the master shipbuilder, who we interviewed and who kindly accompanied us around the premises and took pains to explain the whys and wherefores of all that we saw.

The new steamboat is one hundred and seventy-five feet in length on the keel, twenty-eight feet beam, seven feet eight inches depth of hold and is two hundred and three feet ten inches and a half over all, from stem to stern. The house will extend out to the edge of the guards so that there will be more room for stowing freight. Besides the usual number of officers and officers rooms, there will be fifteen state rooms, capable of accommodating 28 passengers. There will be a promenade five feet wide on the hurricane deck, where in fine weather the passengers can enjoy the many beautiful views as the boat passes along.

The engines are now being built at the Oregon iron works at Portland.

The cylinders will be twenty inches in diameter with a seven foot stroke. The propelling wheel will be 21 feet in diameter.

Her speed it is expected will reach 20 miles an hour easily with three hundred tons of freight and by crowding, some faster. It is expected she will be finished in a superior manner and her whole outfit is to be in accordance with her outside appearance.

Her model is decidedly the prettiest we have ever seen and it is said by those who are well versed in these matters that she will be, when completed, the best built and fastest stern-wheel steamboat that there is in the United States. The builder of this boat, Mr. John Holland, is an unpretending modest young man who seems to understand his business thoroughly and don't put on any unnecessary airs about it. He can well feel proud of the work he has done on the hull

of the boat for we believe it is well and faithfully performed and will compare favorably with that of a like character one of the in the best shipyards of the world.

Sat. Dec 21st, 1872- The hull of the new wharf boat that has just been completed at the O.S.N. company's yard in this city will be launched on Monday next. The boat is 140 feet long and 36 feet beam with 6 1-2 feet hold and 146 feet over all. Her capacity will be about one thousand tons. In her construction there was used seventy-five thousand feet of lumber and four tons of iron fastenings. Her cost when completed will be about \$4,500. The house of the old boat, now at the landing will

be taken off and placed on the new hull when she will be ready for service. The old boat will go the way of all worn out hulls, to the bone yard.

Sat. Dec 28th, 1872- The steamer Idaho, Captain John McNulty, went to the Cascades and back on Monday last, but the boat from Portland failed to put in an appearance and so did not make the connection. On Tuesday, owing to the blockade to the river, the Idaho was taken above the city and put in winter quarters. Should the present warm weather continue the Idaho will no doubt commence running again on Monday as the ice has commenced moving down the river.

Since the above was in type we learn that the Idaho will leave this morning for the Cascades and will most likely make the connection with the lower boat.

Sat. Jan 18th, 1872- J.A. BOB Foote with a gang of carpenters is engaged in rebuilding the upper portion of the O.S.N. company's bridge over Mill creek. The bridge is 507 feet long and it is expected to take from four to six weeks to complete the job. One peculiarity of the bridge will be that the floor will be made so as to raise in high water and as the water recedes the floor will drop back in place without injury to other portions of the structure.

(Note 1873)

Saturday Jan. 18, 1873- The steamboat landing has been changed to the sand bar nearly opposite the rear of the Umatilla House. where it will be until the bridge over Mill Creek is completed.

Sat. Feb 1st, 1873 --Captain Thomas J. Stump left this city about two months ago for the Atlantic state by way of San Francisco and was taken seriously ill in the later city. We are pleased to inform his many friends in this vicinity that a letter has been received by his family informing ~~them~~ them that he was so far recovered as to be able to proceed on his journey.

Mr. Murphy , the boss of the working force on the railroad between this city and Celilo has been repairing the track along Main street during the past week.

Steamboating

(Lulu D. Crandall collection)

(Wasco County Library, The Dalles)

Sat. Feb. 8th, 1873-Work on the O.S.N. company's new boat has been resumed. We learn that orders have been received to get her ready for business as soon as possible.

We are pleased to acknowledge a call at our sanctum from Mr. Stone, resident agent at Umatilla for the O.S.N. Company. He has been to the metropolis spending a few days or weeks among his many friends of that city.

Sat. Feb 15th, 1873-Mr. John Holland has returned from Portland with a gang of carpenters and has commenced getting the cabin on the new boat. It appears to be the intention now to get her ready for duty as soon as possible.

Sat. Feb. 15th, 1873- Mr. John Brazee, the O.S.N. company's chief engineer and builder visited our city during the week to examine the new bridge, now nearly completed, over Mill Creek.

Mr. Frank Dodge, formerly resident agent in this city for the O.S.N. company but now of Portland spent several days in our city during the latter part of the week.

Sat. Feb 15th, 1873- Mrs. W.W. Ferguson has returned from Portland and has gone to work on the new steamboat.

Mr. Foote has the new bridge over Mill creek almost completed. It is an excellent job.

Captain Hinsworth, president of the O.S.N. company and family have been stopping at the Umatilla House for several days this week.

Sat. Feb 22nd, 1873-The O.S.N. company's bridge over Mill creek was completed this week. Mr. Foote has made an excellent job of it.

Mr. James Murphy and gang of 14 men have been engaged for the past three days infilling up the approaches to the new bridge with gravel. The O.S.N. company's boats on the upper Columbia will most likely commence running on the first of March.

Sat. March 15th, 1873-We paid a visit to the O.S.N. company's shipyard on Wednesday when we found Mr. Holland with a large gang of carpenters hard at work on the upper works of the new steamboat. The work appears to be progressing finely and if nothing happens she will be launched some time in May and immediately go into commission. A portion of the machinery has already been put in and it is the intention of Mr. Holland to have steam ^{up} ~~go~~ when she slides off the ways.

Sat. March 29th, 1873-Mr. John Gates, chief engineer of the O.S.N. company, who has been very sick for several weeks at his home in Portland, we are pleased to learn, is rapidly recovering and will soon be out again.

Sat March 29th, 1873- Work on the O.S.N. company's new boat Daisy Ainsworth is progressing and is approaching completion.

There were 205 passengers on the first local boat this season above The Dalles.

Sat. April 26th, 1873-Launching of the Daisy Ainsworth.

On Tuesday morning at 11 o'clock the beautiful new steamer Daisy Ainsworth was successfully launched. As it was not generally known when the affair would come off, there were not a great many present to see the sight.

The launching was performed quietly and successfully and without any of the usual christening ceremonies. The new boat is a beauty and sits on the water like a duck. She certainly is a credit to her builder.

Mr. John Holland and we think the O.S.N. company may well be proud of the new acquisition to its fleet of boats. She will be ready for service in the course of five or six weeks. The following is a description of the boat: Length of keel 175 feet; beam 28 feet, hold 7 feet and 8 inches.

The entire length over all is 203 feet and 10 inches. The length of the cabins is 136 feet. Height of the boiler deck 11 feet in the clear and of the upper or second 8 feet clear. The cabins contain 12 staterooms, each 6 x 8 feet and more than double the number of berths.

The rear portion of the cabin there is several staterooms set apart for the use of officers and deck hands. The ladies' cabin saloon and dining room will be elegantly finished and furnished, grained inside and out.

Frosted glass will be used in the doors and numerous windows. The office, bar and pantry will be in the forward part of the cabin. A broad guard extends all around the cabin affording room for promenaders while a large open space is left just forward of the wheel house, provided with seats where passengers can sit during pleasant weather and enjoy the breeze and scenery. The style of the hull is fashioned after the most approved model and will be propelled by very powerful machinery.

The boiler is 28 feet long and 5 feet 5 inches in diameter, perforated with 175 tubes, 28 feet long. The engines, two in number, are 7 foot stroke and 20 inches bore with a working capacity of nearly 300 horsepower. The wheel to propel the steamer is 21 feet in diameter and 15 feet long. There are about 20 buckets each one 24 inches broad. The wheel is housed in after the manner of the Emma Hayward. It is estimated that the boiler will be able to carry with perfect safety 135 pounds of steam to the square inch, which, when taken in conjunction with the dimensions of the engines will give the new boat a greater power than any of the river steamers now plying on the Columbia river.

Sat. April 26th, 1873-The O.S.N. company's boat Owyhee left Celilo on Tuesday morning bound for the highest navigable point, Lewiston. This is the first steamer which has been dispatched for Lewiston by the company the present year.

Sat, May 3rd, 1873-We learn incidentally that it is the intention of

the officers and directors of the O.S.N. company to give a grand excursion to their friends on the trial trip of the new steamer, Daisy Ainsworth.

Sat. May 31st, 1873-The new steamboat, Daisy Ainsworth it is expected will be completed next week. The trial trip will be made as soon as the president of the company, Captain Ainsworth so decides. She is a perfect beauty and the most complete boat in every respect on the river. The painting and graining was done by O.S. Savage of this city and will compare with anything of the kind in the state. The coppersmith and plumbing work was done by Mr. T.W. Miller of this city, all of which is executed in an excellent manner. Mr. John Holland the builder of this new boat can well be proud of his work as it is by far the best built and it is expected to be the fastest boat on the Columbia river. We congratulate Mr. Holland on his success with his boat and also in relation to another little matter which Dame Rumor says is coming off shortly.

Steamboating

(Lulu D. Crandall collection)

(Wasco County Library, The Dalles)

Sat. Feb. 8th, 1873--Work on the O.S.N. company's new boat has been resumed. We learn that orders have been received to get her ready for business as soon as possible.

We are pleased to acknowledge a call at our sanctum from Mr. Stone, resident agent at Umatilla for the O.S.N. Company. He has been to the metropolis spending a few days~~99~~ weeks among his many friends of that city.

Sat. Feb 15th, 1873--Mr. John Holland has returned from Portland with a gang of carpenters and has commenced getting the cabin on the new boat. It appears to be the intention now to get her ready for duty as soon as possible.

Sat. Feb. 15th, 1873-- Mr. John Brazee, the O.S.N. company's chief engineer and builder visited our city during the week to examine the new bridge, now nearly completed, over Mill Creek.

Mr. Frank Dodge, formerly resident agent in this city for the O.S.N. company but now of Portland spent several days in our city during the latter part of the week.

Sat. Feb 15th, 1873-- Mrs. W.W. Ferguson has returned from Portland and has gone to work on the new steamboat.

Mr. Foote has the new bridge over Mill creek almost completed. It is an excellent job.

Captain Ainsworth, president of the O.S.N. company and family have been stopping at the Umatilla House for several days this week.

Sat. Feb 22nd, 1873--The O.S.N. company's bridge over Mill creek was completed this week. Mr. Foote has made an excellent job of it.

Mr. James Murphy and gang of 14 men have been engaged for the past three days infilling up the approaches to the new bridge with gravel. The O.S.N. company's boats on the upper Columbia will most likely commence running on the first of March.

Sat. March 15th, 1873-We paid a visit to the O.S.N. company's shipyard on Wednesday when we found Mr. Holland with a large gang of carpenters hard at work on the upper works of the new steamboat. The work appears to be progressing finely and if nothing happens she will be launched some time in May and immediately go into commission. A portion of the machinery has already been put in and it is the intention of Mr. Holland to have steam ^{up} ~~go~~ when she slides off the ways.

Sat. March 29th, 1873-Mr. John Gates, chief engineer of the O.S.N. company, who has been very sick for several weeks at his home in Portland, we are pleased to learn, is rapidly recovering and will soon be out again.

Sat March 29th, 1873- Work on the O.S.N. company's new boat Daisy Ainsworth is progressing and is approaching completion.

There were 205 passengers on the first local boat this season above The Dalles.

Sat. April 26th, 1873-Launching of the Daisy Ainsworth.

On Tuesday morning at 11 o'clock the beautiful new steamer Daisy Ainsworth was successfully launched. As it was not generally known when the affair would come off, there were not a great many present to see the sight.

The launching was performed quietly and successfully and without any of the usual christening ceremonies. The new boat is a beauty and sits on the water like a duck. She certainly is a credit to her builder.

Mr. John Holland and we think the O.S.N. company may well be proud of the new acquisition to its fleet of boats. She will be ready for service in the course of five or six weeks. The following is a description of the boat: Length of keel 175 feet; beam 28 feet, hold 7 feet and 8 inches.

The entire length over all is 203 feet and 10 inches. The length of the cabins is 156 feet. Height of the boiler deck 11 feet in the clear and of the upper or second 8 feet clear. The cabins contain 12 staterooms, each 6 x 8 feet and more than double the number of berths.

The rear portion of the cabin there is several staterooms set apart for the use of officers and deck hands. The ladies cabin saloon and dining room will be elegantly finished and furnished, grained inside and out.

Frosted glass will be used in the doors and numerous windows. The office, bar and pantry will be in the forward part of the cabin. A broad guard extends all around the cabin affording room for promenaders while a large open space is left just forward of the wheel house, provided with seats where passengers can sit during pleasant weather and enjoy the breeze and scenery. The style of the hull is fashioned after the most approved model and will be propelled by very powerful machinery.

The boiler is 28 feet long and 5 feet 5 inches in diameter, perforated with 175 tubes, 28 feet long. The engines, two in number, are 7 foot stroke and 20 inches bore with a working capacity of nearly 300 horsepower. The wheel to propel the steamer is 21 feet in diameter and 15 feet long. There are about 20 buckets each one 24 inches broad. The wheel is housed in after the manner of the Emma Hayward. It is estimated that the boiler will be able to carry with perfect safety 135 pounds of steam to the square inch, which, when taken in conjunction with the dimensions of the engines will give the new boat a greater power than any of the river steamers now plying on the Columbia river.

Sat. April 26th, 1873-The O.S.N. company's boat Owyhee left Celilo on Tuesday morning bound for the highest navigable point, Lewiston. This is the first steamer which has been dispatched for Lewiston by the company the present year.

Sat, May 3rd, 1873-We learn incidentally that it is the intention of

the officers and directors of the O.S.N. company to give a grand excursion to their friends on the trial trip of the new steamer, Daisy Ainsworth.

Sat. May 31st, 1873. The new steamboat, Daisy Ainsworth it is expected will be completed next week. The trial trip will be made as soon as the president of the company, Captain Ainsworth so decides. She is a perfect beauty and the most complete boat in every respect on the river. The painting and graining was done by O.S. Savage of this city and will compare with anything of the kind in the state. The coppersmith and plumbing work was done by Mr. T.W. Miller of this city, all of which is executed in an excellent manner. Mr. John Holland the builder of this new boat can well be proud of his work as it is by far the best boat built and it is expected to be the fastest boat on the Columbia river. We congratulate Mr. Holland on his success with his boat and also in relation to another little matter which some rumor says is coming off shortly.

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 with much gusto. At the same time we tender our congratulations to Mr. Edward Holland on his appointment as telegraph operator.

Sat, June 11th, 1873-⁰ 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 of 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} 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 Tumwater 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 15 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.