

River navigation

The Dalles rapids and Celilo falls, the only obstructions to continuous navigation from the ocean to Priest Rapids, 407 miles on the Columbia and to Lewiston, Idaho on the Snake river, 476 miles from the sea, have been overcome.

Navigation possible about 80 miles beyond Lewiston.

Columbia navigable for deep water craft to Vancouver, 106 miles. From Vancouver to the Dalles there is an eight-foot channel.

River too shallow for ocean going steamers above Bonneville, 40 miles beyond Vancouver, Wash.

The Columbia with its tributaries has 2,136 miles of navigable waters.

From the Head of Priest rapid to Arrowhead landing, 488 miles there are 255 miles of navigable water, 113 miles navigable at favorable stages only and 11 unnavigable.

Cascade locks opened in 1906 .

Columbia discovered May 11, 1792. Until 1850 most traffic between the ocean and Portland and between Portland and the Cascades. First steam vessel to enter the Columbia was the Beaver, March, 1836.

First river steamer the Columbia, a sidewheeler. Trial trip July 13, 1850.

Next the Lot Whitcomb, launched Dec, 25, 1850. First steamer above the Cascades the Jason P. Flint, 1851. First steamer above Celilo the Col. Wright, built at Celilo in 1859, made first trip April 1859. The Wright first on the Snake river about 1860. Also went 37 miles up Clearwater. Lewiston founded in 1860.

Upper navigation flourished 1862 to 1865, declined after 1866 and many boats went to lower river.

Upper navigation practically ceased after construction of the O.R. and N. Co. and was not renewed until completion of the state portage railroad from Celilo to Big Eddy in 1905/

Since construction of portage railway there have been from two to

four steamers above Celilo.

First improvement of the river around Celilo contemplated 1874-Nothing done until 1892 when plan to build railroad to transfer loaded boats was adopted. Congress appropriated \$100,000 for this plan. No construction done on this but right of way obtained.

In 1890 1900 a canal and locks proposed by U.S. engineers and congress adopted the plan in 1902. That is the plan finally carried out.

The canal 8 1-2 miles long. Width 65 feet and depth 8 feet at low water. The falls between Celilo and Big Eddy 81 feet at low water. Five locks in all, two have a lift of 35 feet each and one a lift of from 11 to 13 feet.

Ten Mile and Celilo locks used only in high water. Low water the gates will be left open and lock chambers form part of canal.

At low water there will be seven miles of open navigation to the head of The Dalles rapid. All of lockage in lower 1 1-2 miles.

Canal will take care of a depth of 14 1-2 feet before use of upper locks will be necessary. The locks are excavated from solid rock lined with concrete.

Excavation of lower lock chamber at Big Eddy 76 feet. Upper chamber 40 feet. Lower lock gates 50 feet high at Tandem locks. Lock chambers 45 feet wide, 300 feet long.

State of Oregon appropriated fund to buy canal right of way and in 1905 deeded the land to the United States.

Opening of the canal will benefit Columbia basin above Portland. The basin includes the Columbia and Snake river and has an area of 240,000 square miles. Most of this land productive of farms, cattle and timber.

Greatest effect will be in reduction of freight rates to points on Columbia river below Priest Rapids and on the Snake to Lewiston.

Steamboats can go from Astoria to Priest Rapids, 400 miles or from

Astoria to Pittsburg landing on the Snake 550 miles.

Boats can go through Celilo in less than three hours.

The canal designed to work during the same stages of the river as Cascade locks.

June 1910 congress vote \$600,000 for continuing canal work with a view to its completion in six years. No mention on contract work was made. The U.S. engineers then decided to discontinue contract work and construct the canal by hired labor.

Authority for hire labor work granted June 7, 1910. By July 15, 1910 actual construction work well underway. The plant valued at \$300,000 consists of five steam shovels, 22 locomotives, three rock crushing plants.

Joseph N. Teal, chairman of the day, in his address at Celilo celebration today said:

"Nearly ten years ago to be exact on the third day of June, 1905, a number of open river enthusiasts of the Northwest celebrated the completion of the Oregon Portage railway around the obstruction of the Columbia river.

The last spike was driven home by the governors of three Northwest states--Chamberlain of Oregon, Mead of Washington and Gooding of Idaho. The first locomotive to pass over an unbroken line of steel from Celilo to Big Eddy was the C.H. Lewis.

The Mountain Gem, under the command of Capt. W.P. Gray made the trip from Lewiston to Celilo loaded with men and women, among them Senator Heyburn.

Today we have come to celebrate the consummation of the efforts of hopes, the dreams of more than 40 years. From the peerless city of Spokane, from Idaho's seaport of Lewiston, from the twin cities of the Columbia Pasco and Kennewick, from Umatilla, Walla Walla Pendleton, representative of the Inland Empire have come to

rejoice.

From The Dalles, from Portland from Astoria, from city and farm
in every station drained by the mighty Columbia, this throng has
gathered, moved by a common impulse to commemorate an event of the
utmost consequence to the Northwest, the opening of The Dalles-Celilo
canal....

(undated, in The Dalles Library.)

Mr. P. Dehuff, the master mechanic at the shops in this city returned from the wreck of the Annie Faxon yesterday evening. In going up the Snake river Thursday evening about two miles this side of the scene of the accident, the Spokane picked up the remains of a man who was recognized as Wm. Kid, one of the deckhands who was drowned at the time of the explosion and in coming down yesterday found the body of Paul Allen about five miles below the Faxon/

These leave three of the unfortunate victims unaccounted for.-- Mrs. Tappan, George (sic) Arrell and John McIntosh; but Dr. Dehuff learned on his trip down that another body had been picked up at Central Ferry twenty miles lower down the river where the boat now lies. He could not learn the name but this makes only two missing.

When Mr. Dehuff arrived at the boat ~~she~~ he found her a complete wreck with the water level with the deck and about two inches deep in the engine room. The boiler is badly demolished, the fire box and a piece of the after end only remaining. Nothing remains of the cabin, it having been blown away in the explosion. When the accident happened the boat was making a landing, the engines had stopped and the bow had nearly touched the shore. The force of the explosion threw her some distance into the stream and turned the stern around. At that time Mr. Tappan the purser was ~~about~~ standing at the foot of the stairway, the usual position assumed in making landings and his wife remained in the office. He said he did not hear any loud noise

but on looking around saw everything above him blown away and he standing alone on the deck. One fireman had given up his shift about ten minutes before and escaped while the one who relieved him was killed and mangled in a frightful manner. A man by the name of Sargent and an elderly gentleman whose name was not learned were below decks when the explosion occurred and they were thrown into the river.

Mr. Sargent says he was just conscious of being in the water and something heavy above him. He dove down and after coming up climbed on top of the little house when he perceived a man climbing out of one of the windows who proved to be Mr. Morritz. These and others were rescued by Mr. Briggs who was on the shore and who had a small boat. Every aid possible was rendered the sufferers and they were taken to the hospital at Walla Walla with the exception of Capt. Baughman and Mr. Tappan who are at Almota. All are recovering except Mr. Morritz, who was escalated on the back and internally injured and an old gentleman.

Mr. Dehuff cannot state the damages to the hull as this is under water. Next week a scow will be taken up there and it will be raised when it will be known whether it is worth repairing. ... He cannot assign any cause for the accident as the boiler was in good condition and there was very little steam up.

(Undated ... Dalles Library)

Pasco, April 6, 1925.

My dear Mrs. Crandall:

The Dalles, Oregon. I had just began to write a few rhymes about memory the greatest and ..when the card of invitation to the meeting of the old Wasco Pioneer Association and 4th annual meeting came in the mail bot and it brought to mind a incident that happened to me in the spring of 1863 when I walked over more of Wasco county saidnd than I appreciated. This is not for publication but is a ..of an eighty year old kid.

In the summer of 1862 my father W.H. Gray had built the steamboat Cascadilla at Columbus, now Maryhill and run her on the river as far as Wallula. I acted as master and when the boat was laid up for the winter, I staid on board as watchman. The folks lived in the Dalles and when there was a dance in town I would walk in one a day to the dance and walk back the next.

The O.S.N C RR was built built and an engine brought a ~~cow~~ ~~workmen~~ the workmen out from the Dalles as far as Cape Horn every morning and bak.
/...W.P. Gray.

River boats.

Mrs. Crandall. addressed to at t e Dalles, from W.P. Gray
at Pasco, Oct. 26, 1925.

" Please correct in your records that my father bu lt the
Cascadilla at Columbis in 1862, Capt. Len White built the
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Steamboating

(The Dalles Library)

Log of Early steamboating....Lula D.Crandall

Dec. 1st, 1869- The Tenino was detained until Saturday noon on account of heavy winds at Squally Hook.

Feb. 22nd-1870-The O.S.N. Company has dressed up its train of cars at this place with a new coat of paint which gives them a fine appearance. At Celilo they have two boats on the stocks. The Tenino which was stove in by running on a rock last fall has been repaired and will be launched in a few days and the Owyhee is having a thorough overhauling. Her hull on examination was found to be in a bad condition and consequently she will come off the stocks in April with a new one entirely.

Note;"The Tenino was the second boat on the upper Columbia. The Colonel Wright was the first. R?R? Thompson and Lawrence W. Cowe were her builders at the time of the consolidation that organized the O.S.N. company and she unfurled the big flag of that company where she entered the water in 1862. She was built at the Deschutes river. She ran faster and made more money than any steamer that followed her on that part of the river. She was 130 feet in length; 26 feet beam; depth 5 feet 9 inches; engines new, 17 x 72 inches. John Gates assisted in her construction and was her first engineer. Captain Len White was given command at the start. She had other commanders, Capt. Dedod Charles Felton, E.W. Baughman, J.H.D. Gray, E.F. Coe, Thomas J. and John Stump.

The Tenino was operated very successful until 1887 when she was so badly strained that she had to be rebuilt. She then ran for ten years longer when she finally struck a rock and damaged her hull so much that her engines were removed and the New Tenino was built. The Tenino was one of the company's money maker. On one trip up she produced over \$18,000 for freight, fares, meals and berths.

July 25th, 1867-The Jennie Clarno. Capt. John Roos. A sailboat greatly enjoyed by the editor, who said the wind was blowing fresh and waves running high, but under the skilled management of the captain they fairly flew, without danger of being upset or swamped.

Note: Miss Jennie Clarno, for whom Capt. Roos named his boat, was a very ~~pretty young~~ popular young lady whose family lived in Wasco county in pioneer days. Clarno postoffice commemorates the family name now.

Tuesday, Nov. 9th, 1869-The old opposition steamer Cayuse sank at her moorings last week.

April 19th, 1870-The schooner Cayuse undergoing repairs at the O.S.N. company's ship yard is about ready to be launched. She has been made almost entirely new.

A large amount of freight is now coming up the river. The O.S.N. company has drawn off the Tenino and put on the Yakima in her place on the upper river.

Tuesday, Oct. 26th, 1869- We are informed, says the Oregonian, that the steamer \$49" was sunk on the Columbia river some 200 miles above Colville. She was running down stream when she struck a rock and after running some four miles was discovered to be in a sinking condition when she was beached in shallow water.

We did not learn the extent of her injuries. She now lies with her machinery submerged in water.

April 17th, 1870-Captain Lein White, formerly a highly respected citizen of this city died at Portland on Sunday the 10th instant.

Mr. White was one of the first men that ever navigated the Columbia river. He took the first boat from the Deschutes river to Wallula and also the first to Lewiston. About five years ago he built a steamboat at Colville to navigate the upper Columbia. He was known by our steamboat men as a man of enterprise and energy and one of the best of our navigators on difficult waters. It is said he commanded

the first steamboat that ascended the Sacramento river in the year 1848.

Note: Capt. Leonard White made himself famous as commander of the first steamer which ran the Columbia river above The Dalles. This was the Col. Wright which ran on the Columbia and Snake rivers in 1859-60.

Capt. White again distinguished himself in 1865 by building and running a steamboat hundreds of miles above the mouth of the river and further inland than any steamer had even been (sic.)

She was built at Little Dalles on the upper Columbia near the British line, the 49th parallel of latitude and in accordance Capt. White named his boat the "Forty-Nine," or as it was mostly written, in figures, "49."

The Forty-Nine was launched November 18th, 1865 and left Colville landing on her trial trip December 9th. There was no dry wood at this season of the year so she gathered it up as she went along. She made eight miles the first day, and went up the rapids on the 10th spending the night a short distance below the Canadian line. On the ~~re0000~~ 11th she ran to Fort Shepherd, a Hudson's Bay Post of 20 houses on the Columbia river a mile above the international boundary line. On the 13th she made the head of Little Arrow lake. Here she met ice and was compelled to put the miners and their equipment ashore and returned to Colville. The next year she commenced running on April 15th and made several trips that season, a distance of 175 miles. She continued in this service at irregular intervals until 1869 when she sank about 200 miles above Little Dalles. She was raised and continued running until well into the seventies when she was dismantled and her machinery was sent down the river. Her power consisted of the engines in the "Jennie Clark." Captain White ran her during the greater part of her existence. Captain ~~W~~ Pingston was in charge during her last days. Another account of the Forty-Niner trip up the Columbia from the boundary line says "she left Little Dalles, April 15th with 73 passengers and a

light cargo of freight and reached Fort Shepherd the next day, leaving there at noon and made the run across Arrow lake on the morning of the 18th, cleared the narrows, found the lower end of the upper lake full of ice and made her way through it and entered the river on the 19th. Carnes creek was passed on the 22nd and Death's Rapids on the 25th. Here the passengers were discharged and the steamer started down the river returning in less than one-fourth the time occupied in going up.

Captain White's daughter, Nettie, lives in Portland with her mother. Her name is now Scott. Mrs. White-Denny is one of the survivors of the Whitman Massacre at Walla Walla in 1847. Her name was Gertrude Hall.

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(Lulu D. Crandall in Dalles Library

Jan. 4th, 1876-The boats on the upper river stopped running on Wednesday the 29th inst. Passengers will now leave The Dalles by John Hailey's line of stages every morning at 8. (6)

March 15th, 1870-On the 12th the O.S.N. company reduced rates of passage and freights on their route as follows: First class freight from Portland to Dalles, \$15 per ton; second class \$12; third class \$10. To Umatilla first class \$25; second class \$20; third class \$15.

To Wallula first class \$30, second class \$25. To Lewiston first class \$50; second class \$40; third class \$30.

Passage from Portland to The Dalles \$5; to Umatilla \$10; Wallula \$12; Lewiston \$25.

March 22nd-1870-The O.S.N. Company has let the contract for completing the telegraph line to Wallula, the present terminus of their steamboat route. The people of Walla Walla are about to extend the line to their prosperous city.

A portion of the poles for the extension of the O.S.N. Company's telegraph line from Umatilla to Wallula passed through yesterday on the 12:30 train.

July 23rd, 1870-The O.S.N. company's wharfboat in this city sunk at her moorings about 12 o'clock today.

Captain Stump informs us he has made his last trip to Lewiston for this season, owing to the low stage of the river.

The up river boats for Umatilla and Wallula leave here on Tuesdays and Fridays.

Capt. Fred Wilson, an old employee of the O.S.N. company returned from his visit to Sweden, his old home, during the fore part of the month and immediately went to work again for the company. He is not looking as hearty as when he left but expects to be all right again in a few days.

Saturday, Oct. 5, 1872-Captain Sam Holmes has taken up his residence at Celilo as agent for the O.S.N. Company.

Mr. Maurice McMahon who has been a resident of this city for a number of years, in the employ of the O.S.N. company, most of the time, left on Tuesday morning for Chicago where he has a brother who is building a contractor. He promised Maurice a job if he would come to Chicago.

Sat. Oct. 12th, 1872-In a visit to the O.S.N company's workshop Thursday afternoon and through the courtesy of Mr. James Smith, the superintendent, we were shown the working of the different machines. The company has just received one hundred and ninety car wheels and eighty axles. These wheels and axles are all in "the rough" as they come from the foundry and the wheels require to be bored out and the axles ~~planed~~ planed smooth before they are ready for use. Mr. Smith was engaged in boring out these wheels and took the trouble to explain to us the way in which it is done. He next showed us a new blower or blast that they lately have put up. It is one of B.F. Sturdevants' patents and furnishes all the wind they require for the forges. The machinery in these shops is said to be equal if not superior to any on the coast. Mr. Smith expects to put on a large force of mechanics to prepare the machinery for the new steamboat that is now ~~being~~ being built. We next visited the shipyard and found Mr. Holland was progressing finely with the new steamboat.

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From present appearances there is no doubt but that they will both make successful trips.

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yesterday for his old home at Alma Piction county, Nova Scotia. We wish Mr. Archibald a pleasant trip home.

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The Columbia river ~~will~~ still continues to fall and is now about as low as we remember ever having seen it.

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