

**LEWIS & DRYDEN'S
MARINE HISTORY
OF THE PACIFIC
NORTHWEST: AN
ILLUSTRATED...**



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LEWIS & DRYDEN'S

MARINE HISTORY

OF THE

PACIFIC NORTHWEST

AN ILLUSTRATED REVIEW OF THE GROWTH AND DEVELOPMENT OF THE MARITIME
INDUSTRY, FROM THE ADVENT OF THE EARLIEST NAVIGATORS TO THE
PRESENT TIME, WITH SKETCHES AND PORTRAITS OF A NUMBER
OF WELL KNOWN MARINE MEN

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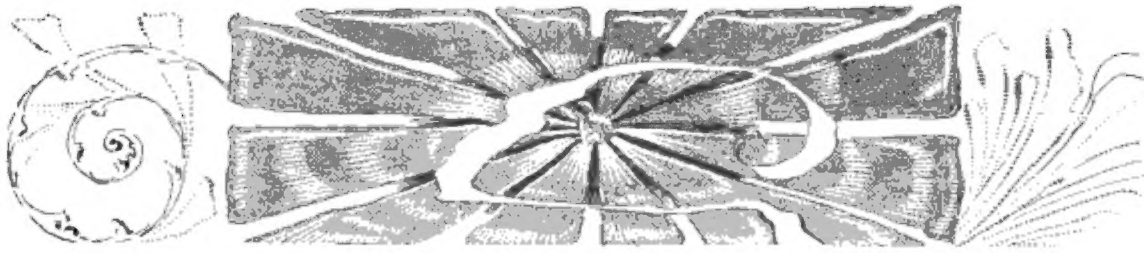
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PREFACE

IN ESSAYING to place on record a history of the greatest industry on the Pacific Coast, care has been exercised to present a correct and truthful account in accordance with the relative importance of the various details which collectively form the work. The ancient *Beaver, Otter, Lot Whitcomb*, and other craft of a contemporaneous period, would appear insignificant indeed in competition with the floating palaces of the present day; and yet none of the magnificent steamers which have supplanted them command a tithe of the attention or importance accorded them while they were blazing the way for their elegant successors. It is for this reason that in many instances much space has been devoted to both steam and sailing craft, the dimensions of which were not at all in proportion to their historical importance.

The territory covered by the history is of such scope that rigid condensation has been absolutely necessary to enable the presentation of so many matters of interest to marine men; and, as the work is exclusively a record of maritime progress, the international boundary controversies, the "Oregon Question," and kindred themes, have been left for the historical writers who have in a measure ignored marine matters. The vanguard of civilization for centuries has been led by the mariners, and their achievements from the days of Columbus mark the beginning of history in every new country which has become a portion of the known world. Notwithstanding this fact the chroniclers of Northwestern history touch but briefly on the subject, following it no farther than its inception. With the exception of the official documents in the custom-houses and the log-books of the Hudson's Bay Company's vessels, all other records and similar sources of information have likewise furnished but little of interest. As a result, a considerable portion

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CHAPTER I.

INCENTIVES FOR MARINE EXPLORATION IN THE PACIFIC NORTHWEST—MAGELLAN ENTERS THE PACIFIC—MENDOZA DISPATCHES THE FIRST FLEET TO SEARCH FOR THE NORTHWEST PASSAGE—ARRIVAL OF SIR FRANCIS DRAKE AND THE "GOLDEN HIND"—JUAN DE FUCA'S DISCOVERY—WRECK OF THE BEESWAX SHIP—HECETA DISCOVERS THE RIVER ST. ROC—CAPTAIN COOK'S EXPLORATIONS—PORTLOCK AND DIXON ARRIVE, 1786—LIEUTENANT MEARES AND THE "NOOTKA"—LAUNCHING OF THE FIRST VESSEL IN THE NORTHWEST—MEARES ENTERS THE STRAITS OF JUAN DE FUCA—ARRIVAL OF GRAY AND KENDRICK WITH THE "COLUMBIA" AND "LADY WASHINGTON"—SPAIN SEIZES ALL BRITISH VESSELS IN THE NORTHWEST—CAPT. GEORGE VANCOUVER ARRIVES WITH THE "DISCOVERY" AND "CHATHAM"—GRAY ENTERS AND NAMES THE COLUMBIA—GROWTH OF THE FUR TRADE—MASSACRE OF THE CREW OF THE SHIP "BOSTON"—RISE AND FALL OF ASTOR'S ENTERPRISE AT THE MOUTH OF THE COLUMBIA—FATE OF THE "TONQUIN"—SCHOONERS "VANCOUVER" AND "DOLLY" LAUNCHED—WRECK OF THE "WILLIAM AND ANN"—THE PIONEER STEAMER "BRAVER" ARRIVES—LOG-BOOKS OF STEAMER "BEAVER" AND SCHOONER "VANCOUVER"—H. M. S. "SULPHUR."



LOOKING backward into the dim and shadowy past until historical record loses itself in legend and uncertain tradition, we find that, from the time old Father Noah started on his celebrated cruise with the ark, down to the present moment, the men who navigated the waters of the earth were the pioneers of civilization. Centuries before steam and electricity began the work of building modern cities with magical rapidity, the mariner's compass was guiding brave navigators to every corner of this globe, enabling them to lay the foundations of a civilization which has since brought all nations on the face of the earth almost within speaking distance of each other. This spirit of maritime conquest, finding no other worlds to conquer, eventually turned its attention to the territory which it had already brought to the notice of the world, and it is of the growth of this industry in the Northwest that this work treats.

Until about one hundred years ago, the mariners who sailed around the North Pacific Coast paid but little attention to its commercial advantages, but instead persisted in pursuing that marine *ignis fatuus*, the Straits of Anian. This mythical body of water was heard of as far back as about 1500, when a Portuguese navigator, Gaspar Cortereal, in sailing around the North Atlantic in 1499, lost himself in what was afterward known as Hudson Bay. Cortereal spent considerable time in this large expanse of water, and, returning home, reported that he had discovered the straits which were supposed to connect the Atlantic with the Pacific. This short route to the Orient he christened the "Straits of Anian," a name whose origin has always been enveloped in conflicting traditions too hazy to be authentic, some historical writers even claiming that Cortereal was not responsible for the name, and that it originated with the Cabots, who were in the exploring business at the same time. Two oft-advanced theories of the origin of the name are: First, that it was taken from a province in Asia named Ania, or the Isle of Anian,—a very plausible theory, as the newly discovered waterway was supposed to lead to these Oriental provinces; Second, that Cortereal evolved the name from that of his brother Anus, who accompanied him on the expedition when he made the great discovery.

Inasmuch as no less an important navigator than Christopher Columbus had spent considerable time in searching for this passage, the importance of Cortereal's alleged discovery can be better appreciated; and for a great many years the merchants of the Old World continued wasting their money trying to get vessels through the mythical straits. Along in the sixteenth century they wearied of continually sailing up against the eastern coast, and for a change came round to the Pacific to begin their search for the western terminus of the alleged marine highway. In 1519 Magellan found his way into the Pacific via the straits which bear his name. He mistook

Terra del Fuego for the northern end of another continent, and Spain, by taking possession of the straits, flattered herself that she held the only gateway to the Pacific. New Spain then sprang into existence, and a splendid trade with the Orient was established. The Spaniards, however, paid but little attention to the Straits of Anian until 1542, when Don Antonio Mendoza, who presided over the destinies of Central America, or New Spain, fitted out two small vessels, the *San Salvador* and the *Victoria*, and sent them north under command of Juan Rodriguez Cabrillo to search for them. Cabrillo died in January, 1543, and Bartolomé Ferrello, who succeeded him in command of the expedition, continued the voyage, reaching about the 44th parallel, where he landed, returning, though, without making any special discoveries. Spain's undisputed sway on the Pacific continued until 1578, when Francis Drake, who was something less of a pirate than Captain Kidd, came through the Straits of Magellan with the *Golden Hind*, and proceeded up the coast, leaving a wake of terror and devastation behind him. He plundered the ports and the Spanish galleons, and left only that which he could not carry away. Fearing retribution in the way of a Spanish man-of-war if he attempted to return through the straits, he started northward hoping to find the Straits of Anian. Authorities differ as to the latitude reached by Drake, 43° and 48° both being given as the most northerly point reached by him. However, he failed to find the fabled passage, and turned back for home by the same route he came, stopping on the way for five weeks on the Californian coast in what is now known as Drake's Bay.

He reached England with his rich cargo of plunder, was knighted and made much of, and the days of Spanish supremacy on the Pacific were numbered; for Drake's success induced a great number of others to follow in his tracks and spread ruin among the possessions of New Spain. Among the most noteworthy of these freebooters was Thomas Cavendish, and many prizes fell to his lot, the most prominent historically being the *Santa Anna*, a Spanish East India vessel which had been dispatched in search of the straits. The crew of the *Santa Anna* included two men whose names were destined to live in history,—Juan de Fuca and Sebastian Vizcaino. After the capture of their vessel they drifted back to Mexico, and five years later, in 1592, De Fuca set sail from San Blas in a small Spanish vessel and immortalized himself by discovering what was then thought to be the Northwest Passage, but which is now known as the straits which bear his name.



SIR FRANCIS DRAKE

Of Juan de Fuca but little is known, and the most authentic account of his discovery is in a historical collection called "The Pilgrims," published in 1625 by Samuel Purchas. In this a note by Michael Lock, the elder, reads as follows:

"I met in Venice, in 1596, an old Greek mariner called Juan de Fuca, but whose real name was Apostolos Valerianos, who stated that in 1592 he sailed in a small caravel from Mexico in the service of Spain, along the coasts of Mexico and California, until he came to the latitude of 47°, and there, finding that the land trended north and northeast, with a broad inlet of sea, between 47° and 48° of latitude, he entered, sailing therein more than twenty days; and at the entrance of the said strait there is, on the northwest coast thereof, a great headland or island with an exceeding high pinnacle or spired rock, like a pillar thereupon."

Many historical writers have questioned the truth of De Fuca's story, but there are so many reasons for believing that it is in the main correct, that it will be generally accepted as history. Inasmuch as it is not recorded in which direction or how fast he sailed, he may have strayed into the Gulf of Georgia and circumnavigated Vancouver Island in his twenty-day trip. The principal grounds on which many historians based their arguments for doubting the story of De Fuca's discovery seem to have been the existence of numberless incredible tales of voyages through the alleged straits, which had a tendency to throw discredit on a genuine discovery.

De Fuca's old shipmate, Sebastian Vizcaino, came north in 1603 under orders from King Philip III., reaching 43° north, where he discovered a river, probably the Umpqua, but was unable to enter it and returned to Acapulco, the captain and his pilot, Antonio Flores, dying on the way back. This, for a time, settled the search, but many still believed the story told by De Fuca, although nearly a couple of centuries rolled by before Spain made any great effort to again find the long-sought-for straits.

In 1772, according to well-authenticated stories and traditions, one of Spain's Oriental fleet, while on a voyage from China, laden with beeswax and Chinese bric-a-brac, was blown to the northward and wrecked near the mouth of the Columbia. Most historical writers have given the location of this wreck as being on the north side of the Columbia, but there is a strong probability that the scene of the wreck was near the mouth of the Nehalem River, at which place large quantities of beeswax have been and are still being found. Aside from the presence of the beeswax and other traces of the wreck, the Tillamook Indians have had the story handed down with considerable accuracy. Adam, a Tillamook chief, who died at Tillamook a few years ago, and who was a remarkably intelligent Indian, told the writer that his father, when a young man, had witnessed the wreck, and that all of the crew were drowned. As Adam was over one hundred years old at the time of his death, there is no reason to doubt that the Nehalem beeswax ship, of which so much has been written, was identical with the one wrecked in 1772.

In August, 1774, Juan Perez in command, the Spanish transport *Santiago* discovered the west coast of Queen Charlotte's Island, and entered what Captain Cook afterward called Nootka Sound. From there Perez sailed south and found nothing.



CAPT. JAMES COOK

In 1775 Perez was followed by two other vessels, the *Santiago* and the *Sonora*, the former in command of Bruno Heceta, with Perez as pilot, the other by Lieut. Bodega Quadra. The *Santiago* made the land in 48° 27' and crept cautiously down the coast, keeping close in-shore, but failing to find the much-sought straits. Heceta, however, came very near blundering on a most important discovery. He sailed up to the mouth of a seeming large river, but, being unable to enter, he concluded it was of no great importance, and sailed away after naming the high promontory at its entrance Cape St. Roc, a name which the Spaniards afterward transferred to the river, although it was left for an American to rediscover and make known its grand commercial advantages. Quadra, who was accompanied by Antonio Maurelle as pilot, went up as far as 58°, but, like his superior officer, returned to San Blas with nothing of importance to report.

In 1776 Capt. James Cook, with his ships *Revolution* and *Discovery*, did considerable exploring in North Pacific waters. He also was looking for the Straits of Juan de Fuca, and sailed right up to Cape Flattery, which he named. He did not waste much time in this vicinity, and ornamented his log-book with a sneering reference to De Fuca's discovery, that has since been frequently quoted as an argument against the truth of it, although it certainly reflects

more discredit on Cook than on the old Greek navigator. The entry in Cook's log reads as follows: "It is in this very latitude where we now are that geographers have placed the pretended Straits of Juan de Fuca. But we saw nothing like it, nor is there the least probability that ever any such existed." He then sailed for Nootka Sound, which he reached safely. Cook went north from Nootka and discovered Cook's Inlet, thence to Bristol Bay and named Cape Prince of Wales, cruised around the Alaskan coast and islands for a long time, and then went south in January, 1778, discovering the Hawaiian Islands and naming them after Lord Sandwich. March 7, 1778, he sighted land near the Umpqua River, but was driven to the south, afterward going north again. Following Cook in 1779, the Spaniards sent north their farewell exploring expedition. The vessels *Favorita* and *Princesa*, commanded by Lieutenants Arteaga and Quadra, sailed from San Blas early in February, and spent nearly the entire year exploring the Northwest coast, a greater part of the time being spent in Alaska. On their return the King of Spain decided that they owned the Northwest coast and that further exploration was unnecessary. Several years elapsed before the arrival of another vessel, but in April, 1785, Capt. James Hanna, with a sixty-ton brig and a crew of twenty men, sailed from Canton and arrived at Nootka in August. Hanna must have been reasonably successful, for he returned with a larger vessel the following year, the *Sea Otter*, 120 tons. The same year a mercantile association styled, "The King George's Sound Company," was formed in London. This association fitted out two ships, the *King George*, commanded by Capt. Nathaniel Portlock, and the *Queen Charlotte*, Capt. George Dixon. These ships' sailed from London in August, arriving at Cook's Inlet, July 19, 1786. Portlock, on coming up from the Sandwich Islands, went into Coal Harbor, Cook's Inlet, and to use his own words was "not a little mortified" to find representatives of some other nation there ahead of him. These were some Russians, who had left their vessel at Kodiak and were down there on a trading expedition in small boats.

Portlock sailed from Cook's Inlet for Nootka, but could not reach it and so returned to the islands. He came back to Nootka again in May, 1787, and found the snow² *Nootka*, in command of Lieut. John Meares of the English navy, who had left Bengal in May, 1786, and, arriving at Prince William's Sound in October, had wintered there, many of his crew dying of scurvy. The *Sea Otter*, Captain Tipping, had been there ahead of the *Nootka* and gathered up so many furs that Portlock decided to push on for King George's Sound at once. He traded there a while and then went to China and thence to England. The *Nootka* was flying the flag of the East India Company, which had dispatched two vessels from Calcutta, one of which was lost off the coast of Kamchatka. The *Nootka*, however, made a safe and prosperous voyage.

The Bombay merchants, under the directions of James Strange, sent two vessels at the same time that Meares set out from Bengal. They were the snow *Captain Cook*, Captain Lorie, three hundred tons, and the snow



CAPT. NATHANIEL PORTLOCK
From a print published in London, 1789

¹ The *Queen Charlotte's* officers were: Captain, George Dixon; mates, John E. Carew, James Turner, George White; surgeon, William Lander; assistant trader, William Beresford; steward, Henry Forrester; boatswain, John Gatenby; carpenter, John Sadler; and twenty-four seamen. The *King George*, 320 tons, was officered by the following: Captain, Nathaniel Portlock; mates, William McLeod, Samuel Hayward, John Christleuan; surgeon, James Hogan; traders, Robert Hill, William Wilbye; boatswain, Archibald Brown; carpenter, Robert Horn; and fifty seamen and boys.

² A square-rigged vessel, differing from a brig only in that she has a trysail mast close abaft the mainmast, on which a large trysail is hoisted.

Experiment, Captain Guise, one hundred tons. Captain Peters sailed from Macao in July in the snow *Lark*, 220 tons, with forty men, and went to Kamchatka: but on his return the vessel was wrecked on Copper Island, and all but two were drowned.



JEAN-FRANÇOIS GALAUP DE LA PÉROUSE
 Chef d'escadre des Armées Navales
 From a print published in 1791

The principal object of these vessels was trade, but none of them lost sight of the standing offer of £20,000 made by England to any British subject who would discover and sail through any passage from the Atlantic to the Pacific north of 52°, and they were all anxious to find the mythical straits. La Pérouse, who was among the arrivals in 1786, having been sent by the French government, paid more attention to exploration and discovery than any of the others; and his account of his voyages was a most valued addition to the historical knowledge of this new country.

In 1787 the East India ship *Imperial Eagle*, Captain Barclay, while on a trading voyage to the Northwest coast, during which he gave Destruction Island its name, on account of having a boat's crew murdered by the Indians at that place, came into the entrance of the mysterious straits, but went no farther. The same year the ships *Princess Royal* and the *Prince of Wales* were added to the trading fleet, and late in the year the ships *Felice* and *Iphigenia*, flying the Portuguese flag, but owned and managed by Englishmen, sailed from China, the *Felice* being under the command of Capt. John Meares, who had sailed the *Nootka* two years before. She arrived at Nootka Sound May 13, 1788, and Meares immediately traded a pair of pistols with an Indian chief named Maquinna for a lease of the country thereabouts. He erected a house and stockade and detailed a portion of the crew of the *Iphigenia* to begin building a schooner. This vessel was named the *Northwest America*, and was the first vessel built in the Northwest. While the schooner was building, Captain Meares left by the *Felice* on the 28th of June for a coasting cruise southward, in the course of which he lifted a load of reproach from the memory of that ancient mariner, Juan de Fuca. On June 29th, at 3:00 P. M., Meares, who had been posted by Captain Barclay of the *Imperial Eagle* as to the existence of the straits lying south of Vancouver Island, entered and recognized them as being identical with those which De Fuca had mistaken for the Straits of Anian. He promptly righted the wrong done by Cook, when he questioned the existence of De Fuca's straits, by giving them the name of the original discoverer, Juan de Fuca. Meares then sailed across the straits and had an interview with Tatoosh, chief of the Indian tribe in that vicinity, perpetuating his name by christening the island at the entrance to the straits after him. The *Felice* continued to the southward, Meares sighting and naming Shoalwater Bay, calling what is now known as Tokes Point, Cape Shoalwater, and Leadbetter Point, Low Point. After naming Shoalwater Bay, he bore away to the southward and came decidedly near to discovering the Columbia. His journal of July 6th reads as follows:

"A high bluff promontory bore off us S. E. at the distance of only four leagues, for which we steered to double, with the hope that between it and Cape Shoalwater we should find some sort of a harbor. We now discovered distant land beyond this promontory, and pleased ourselves with the expectation of it being Cape St. Roc of the Spaniards, near which they are said to have found a good port. By half past eleven we doubled this cape at the distance of three miles, having a clear and perfect view of the shore in every part, on which we did not discern a living creature or the least trace of habitable life. A prodigious easterly swell rolled on the shore, and the soundings gradually decreased from forty to but fifteen fathoms over a hard, sandy bottom. After we had rounded the promontory a large bay, as we had imagined, opened on our view, that bore a very promising appearance and into which we steered with every encouraging expectation. The high land that formed the boundaries of the bay was at a great distance, and a flat, level country occupied the intervening space; the bay itself took rather a westerly direction. As we steered in, the water shoaled to nine, eight and seven fathoms, when breakers were seen from the deck right ahead, and from the masthead they were observed to extend across the bay. We therefore hauled out and directed our course to the opposite shore to see if there was any channel or if we could discover any port. The name of Cape Disappointment was given to the promontory, and the bay obtained the title of Deception Bay. By an indifferent meridian observation, it lies in the latitude 46-10 north, and in the computed longitude of 135-34 west (true position 46-16-33 north, 124-3-14 east). We can now safely assert that no such river as that of St. Roc exists as laid down in the Spanish charts. To those of Maurelle we made continual reference, but without deriving any information or assistance from them. We now reached the opposite side of the bay, where disappointment continued to accompany us; and, being almost certain that there we should obtain no place of shelter for the ship, we bore up for a distant headland, keeping our course within two miles of shore."

Not finding the river St. Roc, Meares sailed back to Barclay Sound, giving Cape Beale its name on his arrival. He then dispatched his long-boat on an exploring and trading trip down the straits. She got as far as San Juan Inlet, where the savages gave the crew a hard battle. The long-boat had sailed nearly eighty miles in the straits and saw no indications of it lessening in size, and on their return he wrote: "Such an extraordinary circumstance filled us with strange conjectures as to the eastern extremity of this strait, which we concluded at all events could not be at any great distance from Hudson Bay."

When Meares returned to Nootka, the *Iphigenia* and the new schooner *Northwest America* were about ready for sea, the latter vessel leaving the ways soon after his arrival. Regarding this most important event, Meares' journal of September 20, 1788, contains the following:

"At noon an event to which we had so long looked with anxious expectation, and had been the fruit of so much care and labour, was ripe for accomplishment. The vessel was then ready to quit the stocks, and, to give all due honour to such an important



CAPT. JOHN MEARES
 From a print published in 1779

lost sight of each other in latitude 57-57 and longitude 42-40 west, each vessel proceeding independently the rest of the way. In June the *Washington* caught the northeast trade and came along quite lively, sighting the coast of New Albion, near Cape Mendocino, August 2d. A few Indians came aboard at this point, but they continued on up the coast, in latitude 44-20 sighting what Gray noted in his log-book as "the entrance of a large river, where commercial advantages might be reaped" (probably the Alsea River). At Cape Lookout some of the men went ashore, and, in a skirmish with the natives, a colored boy who had been shipped at St. Jago was killed and a sailor severely wounded. Captain Gray lost no time in getting away from this unpleasant place, which he gave the name of Murderer's Harbor, although Haswell, the mate, wrote in his log-book that he thought it must be "the entrance of the river of the West and not a safe place for any but a very small vessel to enter." This mythical "Great River" had been looked for by explorers all the way from Lower California to Alaska, and when Gray was so near it, as he must have been when his trouble with the natives occurred, he was unfortunate enough to have such a good breeze that he sailed right past a considerable length of coast without standing in, thereby postponing his great discovery four years. On the 16th of August they arrived at Nootka Sound, where they met with a kindly reception from Meares and Douglas of the *Felice* and *Iphigenia*; and three days later they joined with the English in celebrating the launch of the first vessel built in the Northwest, the schooner *Northwest America*, previously mentioned. A week later the *Columbia* arrived. She had lost two men by scurvy, and many of her crew were in a terrible condition. After parting with the *Washington* she had encountered terrific gales, and put in at Juan Fernandez for repairs, sailing seventeen days later. Both crews remained at Friendly Cove on Nootka Sound, where they did some very profitable trading, in one place securing \$8,000 worth of sea-otter skins for about \$100 worth of cheap chisels.

In 1789 the *Washington* started on a cruise, during which Gray visited the islands of the north, giving names to Cape Ingraham, Island, Derby Sound, ington's Island, now Island. When they returned Spaniards claiming sov- The *Iphigenia* and the new returned to Nootka Sound their arrival by the Spaniards, vessels *Princess Royal*, *Argo* attempting to form establish- their dominion. The vessels an arrangement made between London by which Spain was to the British, Captain Van- see that this arrangement was

While the Spanish had they indulged in a little account; and in the year 1790

Princess Real, sailed from Nootka, entered and named Port San Juan, coasted along to Beacher and Pedder bays, and on the 30th of June passed through Royal Roads, naming it Xolano Bay, anchoring that night in Esquimalt, which he named Port Valdez. Afterward, while cruising around in this vicinity, he discovered and named Haro Straits, in honor of his sailing master. He also named Victoria's harbor, Cordova Bay. On the 4th of July he crossed the straits to Dungeness, which he named Santa Cruz. Quimper had poor success in making his names stick, but enough of them still remain to perpetuate the memory of this famous navigator. He called the Straits of Juan de Fuca, which he mistook for an inlet, Ensenada de Caamano, and Haro Straits, Canal de Lopez de Haro.

The Bostonians had learned enough of the commercial advantages of the Northwest to cause them to desire more of the new field, so in 1790 the brig *Hope*, in command of Joseph Ingraham, who had sailed in the *Lady Washington* with Gray, sailed from Boston in September, arriving at Queen Charlotte in June, 1791. The same year the *Lady Washington*, transformed into a brig, returned to the coast from China, and another Boston ship, the *Jefferson*, Captain Roberts, arrived at Nootka. The American ship *Margaret*, Captain Magee, from New York, was also trading on the coast, and for the first time in many years the French were represented by a vessel, the *Solide*, Captain Marchand. The ship *Grace*, Capt. William Douglas, was the principal representative of the British fleet.

The following year more than thirty vessels were sailing around the Northwest coast, and most of the principal nations of the earth were represented, the American and English flags predominating. Among them were the American vessels *Hope*, *Margaret*, *Jefferson*, *Lady Washington*, *Hancock*, *Jenny*, *Columbia* and *Adventure*. Most of these had been here the previous year, but the *Adventure* was a Northwest product just launched. England had the brigs *Three Brothers*, *Halcyon*, *Venus* and *Florinda*, the ships *Butterworth*, *Grace* and *Daedalus*, the *Discovery*, *Chatham*, *Prince William Henry*, *Prince Le Boo* and *Jackal*. Two Portuguese traders, the *Felice* and



SHIP "COLUMBIA"

Pintard Sound, Hatch's Barrell's Inlet and Wash-known as Queen Charlotte's to Nootka, they found the ereignty over all that region. schooner *Northwest America* in April and were seized on who also gathered in the *naul* and *Prince of Wales* for ments in what they called were afterward released and the Courts of Madrid and to restore all property seized couver being commissioned to carried out.

possession of the country, exploring on their own Capt. Manuel Quimper, in the

the *Fenix*, were here, and a 500-ton French ship, the *Flavia*, spent considerable time in the Northwest. Spain looked after her interests with the transports *Aranzazu*, *Sutil* and *Mexicana*, although several other vessels flew the Spanish flag, among them being the *Gertrudis* (originally the *Northwest America*), *Activa*, *Concepcion*, *St. Joseph*, *Princesa*, *San Carlos*, *Horcasitas*, and the newly acquired *Adventure*, bought from the Americans.

H. M. S. *Discovery*, Capt. George Vancouver, First Lieut. Zachariah Mudge, Second Lieut. Peter Puget, Third Lieut. Joseph Baker, Master Joseph Whidby, with a crew of one hundred all told, and H. M. S. *Chatham*, Lieut. W. R. Broughton, with a crew of forty-five, sighted the Pacific Coast, April 18, 1792, in the neighborhood of what is now known as Cape Mendocino. Vancouver had left England over a year before to settle up the Spanish difficulty at Nootka Sound, but had stopped at Australia, New Zealand, Cape of Good Hope, Society and Sandwich islands while *en route*. After sighting land, Vancouver proceeded northward, sighting and naming Cape Orford, and making careful notes of everything he saw on the way. How near he came to discovering the Columbia River can be judged from the following taken from his journal of April 27th :

"Noon brought us in to a conspicuous point of land comprised of a cluster of hummocks, moderately high and projecting into the ocean. On the south side of the promontory was the appearance of an inlet or small river, the land not indicating it to be of any great extent ; nor did it seem to be accessible for vessels of our burden, as the breakers extended from the above point two or three miles out into the ocean, until they joined those on the beach, nearly four leagues farther south. On reference to Mr. Meares' description of the coast south of this promontory, I was first induced to believe that it was Cape Shoalwater ; but, on ascertaining its latitude, I presumed it to be that which he called Cape Disappointment, and the opening south of it, Deception Bay. This cape we found to be in latitude 46-19 and longitude 136-6. The sea had now changed from its natural color to the river-colored water, the probable consequence of some stream falling into the bay, or into the opening north of it, through the lowland. Not considering this opening worthy of more attention, I continued our pursuit to the northwest, being desirous to embrace the advantages of the now prevailing breezes and the pleasant weather, so favorable to the examination of the coasts."

On the 29th of April he gave his reasons for not thinking it was a river :

"Considering ourselves on the point of commencing an examination of an entirely new region, I cannot take leave of the coast already known without obtruding a short remark on that part of the continent, comprehending a space of nearly 215 leagues, on which our inquiries have been lately employed, under the most fortunate and favorable circumstances of wind and weather. So minutely has this coast been inspected, that the surf has been constantly seen to break on its shores from the masthead, and it was but a few small intervals only our distance precluded it being seen from our deck. Whenever the weather prevented our making free with the shore, or on heading off for the night, the return of fine weather and of daylight uniformly brought us, if not to the identical spot we had departed from, at least within a few miles of it, and never beyond the northern limits of the coast we had previously seen. An examination so directed, and circumstances so concurring to permit its being so executed, afforded the most complete opportunity of determining its various turnings and windings, as also the position of all its conspicuous points, ascertained by meridional altitudes for the latitudes, and observations for the chronometer, which we had the good fortune to make constantly once, and, in general, twice every day, the preceding one only excepted. It must be considered a very singular circumstance that, in so great an extent of sea-coast, we should not until now have seen the appearance of any opening in its shores which presented any prospect of affording a shelter, the whole coast forming one compact and nearly straight barrier against the sea."



CAPT. GEORGE VANCOUVER

Thus did the great explorer narrowly escape discovering the mighty Columbia ; and, while he was still arguing to himself against its existence, sundry notes in his log-book show that he still entertained a doubt about the great river being altogether a myth. However, he sailed on up the coast and at daylight May 29th, when in the neighborhood of the Straits of Juan de Fuca, met the American ship *Columbia* bound south. Captain Gray of the *Columbia* told Vancouver that his ship had been off the mouth of a river in 46° 10', which was no doubt a large one, as the current prevented his entering for nine days. He also gave Vancouver the position of the Straits of Fuca, then twenty-four miles to the northward. After the vessels parted, Vancouver entered the straits, passing between Tatoosh Island and Duncan Rock, which he named after the navigator who had first described the place to him. Vancouver's explorations in the straits and on the Sound were very extensive, and his name will always be remembered and perpetuated through the names he gave to the various localities which he visited. After anchoring the first night in what is now known as Neah Bay, he sailed on up the Sound and anchored in and named Port Discovery, naming Dungeness after the low point of the same name in the English Channel, Mount Baker after his third lieutenant, who was the first to discover the mountain, and Puget Sound after his second lieutenant, Peter Puget. From Port Discovery he went to Port Townsend, which he named after his friend, the marquis of that name, and Mount Rainier after Admiral Rainier of the royal navy. He also explored and named Admiralty Inlet, Hood's Canal, Point Wilson, Point Grey, Point Roberts, and Burrard's Inlet. Vancouver continued his explorations until he circumnavigated the land which now bears his name, proving it to be an island. On his arrival at Nootka in August he found the Spanish commandant, Quadra, awaiting him, for the purpose of adjusting the difficulties, which, however, they were unable to do, as each viewed the matter in a different light. Nevertheless they remained the best of friends, and to commemorate their friendship they named the island Quadra and Vancouver ; but, as the British ultimately secured control of the island, Quadra was dropped from the name.

From Nootka, Vancouver sailed south, intending to enter and explore the river he had overlooked on his voyage north. He left his storeship *Daedalus* in Gray's Harbor, but owing to the bad weather failed to get into the Columbia with the *Discovery*. Vancouver wintered in the south, and came up again in the spring of 1793, continuing his explorations along the northern coast. His work in this line was remarkable for the thorough

manner in which it was done, despite the difficulties that beset him. He guided his unbandy vessels through the intricate channels along the northern coast, where, even in the later era of steam and modern appliances of navigation, the undertaking is not an easy one. The *Discovery* and *Chatham* kept at their task all summer, and did not get back to Nootka until October, Vancouver then sailing south to winter. Before sailing north in the spring of 1794, he took formal possession of the Sandwich Islands in the name of England. In the spring of 1794, Vancouver⁴ went to Cook's Inlet and spent the summer surveying and charting the Alaskan coast, finishing up the work in August and sailing from Nootka in October for Monterey, where he learned that his interpretation of the agreement between England and Spain was correct, and that Spain was preparing to relinquish all claims to the northern settlements. From Monterey he sailed homeward, stopping *en route* at the famous Island of Cocos at Valparaiso and the Island of St. Helena, reaching London in October, after an absence of four years, eight months and twenty-nine days.

To return to the American discoverers: At Nootka, Kendrick and Gray exchanged commands, Gray taking the *Columbia* to China, via the Hawaiian Islands, and thence home to Boston, where she arrived August 10, 1790, having sailed by her log about fifty thousand miles. On the second voyage, Captain Gray and the *Columbia*⁵ arrived at Clayoquot Sound, June 4, 1791, having sailed from Boston on the 28th of September, stopping at the Falkland Islands on the way out. On arriving here he went on a coasting cruise around Queen Charlotte's Island, during which three of his men were massacred by the Indians, who were very treacherous. On going to the north side of Queen Charlotte's Island, Gray met the Boston brig *Hancock*, Captain Crowell. Kendrick, in his coast trading with Indians in the *Washington*, made some very good bargains, the deed for one tract of land, filed in the State Department at Washington, reading as follows:

"In consideration of six muskets, a boat sail, a quantity of powder and an American flag (they being articles of which we at present stand in need of and are of great value), we do bargain, grant and sell unto John Kendrick of Boston a certain harbor in said Ahasset, in which the brig *Washington* lay at anchor on the 5th day of August, 1791, latitude 49° 50', with all lands, mines, minerals, rivers, bays, harbors, sounds, creeks and all islands, with all the produce of land and sea, being a territory the distance of eighteen miles square, to have and to hold, etc., etc."

It was signed by Maquinna, Wicananish, Narry Yonk and Tarrasone.

Gray wintered again in Clayoquot Sound, where he put up a substantial building, and also built a 44-ton sloop, which was launched on the 23d of February, 1792, the second vessel built on the coast. She was named the *Adventure*, and on being fitted out was sent on a cruise in command of Haswell, Gray's old mate. She was a good sea boat and could outsail the *Columbia*, but the Americans sold her to Quadra soon after her completion.

After dispatching the *Adventure*, Gray sailed southward on a voyage fraught with mighty results,—a voyage that will be remembered as long as the United States exists. On the 29th of April, 1792, he fell in with Vancouver, and they exchanged notes, Gray telling the Englishman that he had recently been off the mouth of a river in 46-10, but was unable to enter it on account of the strong current setting out, but that he was now going to try it again. Vancouver mentioned passing the river, but said he thought it inaccessible on account of the breakers extending across its mouth. Gray also gave Vancouver a description of the entrance to the Straits of Juan de Fuca. When they parted Gray continued his voyage to the southward, and on the 7th of May, noticing an entrance, which, according to his log-book, "had a very good appearance of a harbor," he bore away and ran in, giving it the name of Bullfinch Harbor, a name that was afterward changed to Gray's Harbor. Gray sailed out of the harbor which now bears his name on the evening of May 10th, and at daybreak on the 11th he sighted his desired port. He ran in, skillfully threading his way between the breakers, and with little difficulty reached a point several miles from the entrance. He anchored at this point at 1:00 o'clock in ten fathoms of water, off what is now known as Chinook. The *Columbia* remained here three days, trading and taking in water, and on the 14th Gray stood up the river, going about fifteen miles, where he got out of the channel and grounded. He backed off without difficulty and the next day dropped down to better anchorage. On the 19th he landed near the mouth of the river and formally named it after his ship *Columbia*, raised the American flag, planted some coins under a large pine tree, and took possession in the name of the United States, naming the conspicuous headland on the north Cape Hancock and the low sand-spit on the south Point Adams. The following extracts regarding Gray's great discovery were taken from his log-book:

"May 7, 1792, A. M.—Being within six miles of the land, saw an entrance, which had a very good appearance of a harbor; lowered away the jolly-boat and went in search of an anchoring place, the ship standing to and fro, with a very strong

⁴Capt. George Vancouver was born in 1758 and entered the navy at the age of thirteen. He served for three years as a boy on the *Resolution* with Captain Cook, and as midshipman on the *Discovery* for four and a half years, passing as lieutenant in October, 1780, under certificates from Captains Cook, Gore, Clerk and King. He afterward served as lieutenant under Lord Rodney in the West Indies. It was in 1791 that he was selected by the Admiralty to proceed to the Northwest coast to settle the difficulties with Spain and explore the country. On his return from this remarkable voyage he was promoted to port captain, but lived but a short time to enjoy his well-earned laurels, dying at the early age of forty years, at his home in Surrey, in May, 1798. He was buried in Petersham churchyard in the same county, where a tablet was erected to his memory in 1841 by the Hudson's Bay Company.

⁵On this second voyage of the *Columbia* she was officered as follows: Captain, Robert Gray; first mate, Robert Haswell; second mate, Josiah Caswell; third mate, Owen Smith; clerk, John Hoskins. Capt. Robert Gray was a native of Tiverton, R. I., a descendant of one of the early settlers of Plymouth. He had been in command of the ship *Pacific* in the South Carolina trade, and was also an officer in the Revolutionary navy. He commanded several vessels after his return to Boston in 1793, and died in 1806 at Charleston, S. C.

weather current; at 1 P. M. the boat returned, having found no place where the ship could anchor with safety; made sail on the ship; stood in for the shore; we soon saw, from our masthead, a passage in between the sandbars; at 3:30 bore away and run in N. E. by E., having from four to eight fathoms, sandy bottom; and, as we drew in nearer between the bars, had from ten to thirteen fathoms, having a very strong tide of ebb to stem; many canoes alongside. At 5 P. M. came to in five fathoms of water, sandy bottom, in a safe harbor, well sheltered from the sea by long sandbars and spits; our latitude observed this day was 46° 58' N. May 10—Fresh breezes and pleasant weather; many natives alongside; at noon all the canoes left us; at 1 P. M. began to unmoor; took up the best bower anchor and hove short on the small do.; at Bullfinch's Harbor, now called Whitby's Bay, 4:30 being high water, hove up the anchor and came to sail and a-beating down the harbor. May 11—At 7:30 we were out clear of the bars, and directed our course to the southward, along shore. At 8 P. M. the entrance of Bullfinch's Harbor bore north, distant four miles; the southern extremity of the land bore S. S. E. $\frac{1}{2}$ E., and the north do., N. N. W.; sent up the main topgallant yard and set all sail; at 4 A. M. saw the entrance of our desired port, bearing E. S. E., distance six leagues in steering sails, and hauled our wind in shore; at 8 A. M., being a little to windward of the entrance of the harbor, bore away, and in E. N. E. between the breakers, having from five to seven fathoms of water. When we were over the bar we found this to be a large river of fresh water, up which we steered; many canoes came alongside. At 1 P. M. came to, with small bower, in ten fathoms; black and white sand; the entrance between the bars bore W. S. W., distance ten miles; the north side of the river half a mile distant from the ship, the south side do., two and a half miles distant; a village on the north side of the river, W. by N., distant three-quarters of a mile. Vast numbers of natives came alongside; people employed in pumping the salt water out of our water-casks in order to fill with fresh while the ship floated in. So ends. May 14—Fresh gales and cloudy; many natives alongside. At noon weighed and came to sail, standing up the river N. E. by E. We found the channel very narrow. At 4 P. M. we had sailed upwards of twelve or fifteen miles, when the channel was so very narrow that it was almost impossible to keep in it; having from three to eighteen fathoms of water, sandy bottom, at 4:40 the ship took ground, but she did not stay long before she came off without any assistance; we backed her off, stern foremost, into three fathoms, and let go the small bower, and moored ship with kedge and hawser; the jolly-boat was sent to sound the channel out, but it was not navigable any further; so, of course, we must have taken the wrong channel. So ends, with rainy weather; many natives alongside. Tuesday, May 15—Light and pleasant weather; many natives from different tribes came alongside. At 10 A. M. unmoored and dropped down with the tide to a better anchoring place. Smiths and other tradesmen constantly employed. In the afternoon Captain Gray and Mr. Hoskins, in the jolly-boat, went on shore to take a short view of the country. May 16—Light airs and cloudy. At 4 A. M. hove up the anchor and towed down about three miles with the last of the ebb tide; came into six fathoms, sandy bottom, the jolly-boat sounding the channel. At 10 A. M. a fresh breeze came up the river. With the first of the ebb tide we got under way and beat down the river. At 1, from its being very squally, we came to, about two miles from the village Chinook, which bore W. S. W. Many natives alongside; fresh gales and squally. May 18—Pleasant weather; at 4 in the morning began to heave ahead; at 4:30 came to sail, standing down the river with the ebb tide; at 7, being slack water and the sandy bottom; the entrance between the north point of the harbor bore N. W., distance two miles; the south bore S. E., sprung up from the eastward; took up the came flattering again; came to with the Noon, pleasant; latitude observed, 46:17 N. and drifted down, broadside, with light airs fresh wind came from the northward; wore came to in six fathoms; good holding canoes alongside. May 19—Fresh winds canoes came alongside; seaman and trades-Captain Gray gave this river the name of entrance Cape Hancock, the south side pleasant weather. At 1 P. M., being full sea, down river; at 2 the wind left us, we being on the breakers; it was not possible to get tide, so we were obliged to bring up in three knots; at 2:45 a fresh wind came in from and beat over the bar, having from five to the southward. We bore away to the north. At 8 Cape Hancock bore S. E., distant three sight bore N. by W. At 9, in steering and



CAPT. ROBERT GRAY

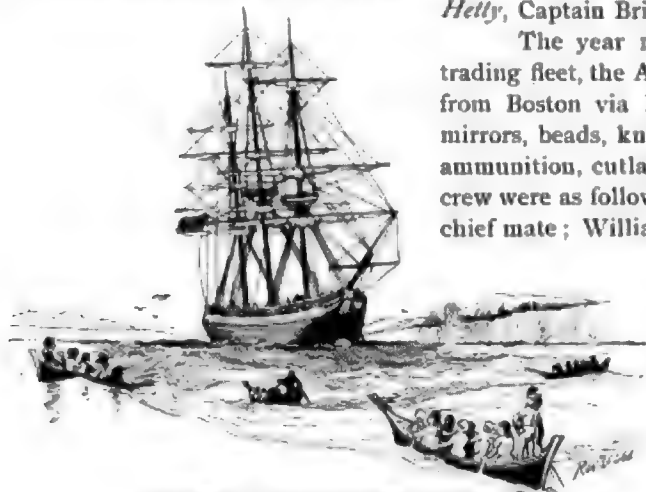
wind flattering, we came to in five fathoms, bars bore S. W. by W., distance three miles; distance two miles; the south bore S. E., distance three and a half miles; at 9 a breeze anchor and came to sail, but the wind soon kedge and hawser; veered out fifty fathoms. At 1 came to sail with the first ebb tide, and strong tide; at three-quarters past, a ship and river again. At 4 ground, about six or seven miles up; many and clear weather. Early a number of men employed in their various departments. Columbia River, and the north side of the Adams' points. May 20—Gentle breeze and took up the anchor and made sail, standing on the bar with very strong tide, which set out without a breeze to shoot her across the and a half fathoms, the tide running five the scaboard; we immediately came to sail seven fathoms of water; a breeze came from ward, set all sail to the best advantage. leagues; the north extreme of the land in topgallant sails. Midnight, light airs."

Following the *Columbia* came the American brig *Jenny* from Bristol, R. I., in command of Captain Baker, who received his share of glory for bringing the second ship into the river by having the bay in which he anchored retain his name. Vancouver's consort, the *Chatham*, also entered the river the same year, coming in October 20th, and grounding on the bar where the British surveying ship *Sulphur* struck in 1839. The *Chatham* remained in the river about three weeks, during which time Captain Broughton made a survey of the channel for one hundred miles from its mouth, naming the farthest point inland which he reached after his commanding officer, Vancouver.

There was but little change in the number or in the vessels comprising the fleet trading in these waters during the next few years. Nearly all of the old-timers continued trafficking here, with an occasional addition to the list. Captain Broughton returned with the *Discovery* again in 1796, finding the *Lady Washington*, *Sea Otter*, *Fenix* and others that were here when he left.

In 1797 the *Sea Otter* entered the Columbia River, and while there her master, Hill, was killed. Three Boston ships were on the Coast this year, the *Hazard*, Captain Swift, *Indian Packet*, Captain Rogers, and the *Dispatch*, Captain Bowers. The *Hazard* remained over through the next season, returning to Boston in 1799. Other vessels of 1798 were the *Alexander*, Captain Dodge, the *Elisa*, Captain Rowan, the *Alert*, Captain Bowles, the *Jenny*, Captain Bowers, and the cutter *Dragon*, Captain Lay. The *Dragon* had come over from China, and the following year was sold to a young man named Cleveland, who changed her name to the *Caroline* and fitted her out for a fur-trading expedition. He arrived on the Coast in March and met the *Elisa*, which had returned after wintering at the Islands, and the Boston ships *Ulysses*, Captain Lamb, the *Dispatch*, Captain Breck, and the *Hancock*, Captain Crocker. The British ships *Cheerful*, Captain Beck, and the *Dove*, Captain Duffin, were also here this year. The latter vessel, the *Hazard*, the *Jenny* and the *Alert* came in 1800, and were reinforced by the *Rover*, Captain Davidson, and the *Alexander*, Captain Dodd. The Boston brigantine *Betsy*, in command of Capt. Charles Winship, was trading and fur-hunting along the coast.

The American traders in 1801 were quite numerous. No less than ten arrived from Boston. They were the *Polly*, Captain Kelly, the *Belle Savage*, Captain Ockington, the *Caroline*, Captain Derby, the *Charlotte*, Captain Ingersoll, the *Globe*, Captain McGee, the *Guatimosin*, Captain Bumstead, the *Atahualpa*, Captain Wildes, the *Dispatch*, Captain Dorr, the *Littler*, Captain Dorr, and the *Lucy*, Captain Pierpont. Three other vessels, the *Manchester*, Captain Brice, the *Lavinia*, Captain Hubbard, and the *Enterprise*, Captain Hubbell, from Philadelphia, Bristol and New York respectively, were also here in 1801. The *Manchester* met with serious loss at Nootka the following year when seven of her men deserted and were afterward murdered by the Indians. The only new names on the list for 1802 were the *Catherine*, Captain Worth, the *Vancouver*, Captain Brown, the *Hetty*, Captain Briggs, and the *Juno*, Captain Kendrick.



THE SHIP "BOSTON" IN NOOTKA SOUND
From drawing by Armorer Jewett

The year 1803 was productive of a terrible disaster to one of the trading fleet, the American ship *Boston*. She arrived at Nootka March 12th, from Boston via Hull, England, with a cargo of English cloths, blankets, mirrors, beads, knives, razors, sugar, molasses, twenty hogsheads of rum, ammunition, cutlasses, pistols and 3,000 muskets and fowling pieces. Her crew were as follows: John Salter, of Boston, Mass., captain; B. De Louissa, chief mate; William Ingram, second mate; Edward Thompson, boatswain; Adam Siddle, carpenter; Philip Brown, joiner; John Dorthy, blacksmith; Abraham Waters, steward; Francis Duffield, tailor; John Wilson (colored), cook; William Caldwell, Joseph Miner, William Robinson, Thomas Wilson, Andrew Kelly, Robert Burton, James McClay, Thomas Platten, Thomas Newton, Charles Bates, John Hall, Samuel Wood, Peter Alstrom, Francis Martin, and Jupiter Senegal (colored), seamen; John Thompson, sailmaker; John R. Jewett, armorer. The latter and one other man were the sole survivors of

the vessel. Jewett wrote a history of the tragedy, from which the facts here presented are taken.

On arrival at Nootka, the *Boston* traded with the Indians for several days, the utmost friendship apparently existing between them. Many presents were exchanged, and all went well until about the time the vessel was ready to sail for the north. The Captain had presented the chief, Maquinna, with a valuable shotgun, with which he seemed well pleased, but the day before the vessel was to sail the chief came on board with nine pair of ducks as a present, and also the gun, one of the locks of which he had broken, and told the Captain it was "peshak," meaning bad. Captain Salter was very much offended, considering it as a mark of contempt for his present. Calling the king a liar, and using other opprobrious epithets, he took the gun away from him and tossed it indignantly into the cabin. Maquinna, having met traders before, knew enough English to understand too well the meaning of the Captain's insulting terms. He soon went ashore with his chiefs, evidently much offended. On the twenty-second the natives came off as usual with salmon, and about noon Maquinna came alongside with a number of his chiefs in canoes. After going through the customary examination (they were required to leave their blankets and implements of warfare in the canoes before being permitted to board the ship), they were admitted on board, and gave a dance in their war paint. Then the king came to Captain Salter to learn when he was to sail. The Captain answered, "to-morrow." Maquinna advised him to get a supply of salmon for the trip. The Captain agreed to this, and the king promised to take part of the crew to Friendly Cove, where a supply could be obtained. Maquinna and the chiefs dined on board, after which the chief, mate and nine men left in the jolly-boat and yawl to fish. The armorer went below in the steerage, where he was employed in cleaning muskets.

In about an hour's time there was a great noise and confusion on deck. Jewett ran up the steerage stairs, but scarcely was his head above deck when he was caught by the hair by a savage and received a deep gash in his forehead from an axe, the wound penetrating the skull. He fell into the steerage, stunned and bleeding, and was discovered later on by the king. After he had recovered his life was spared because of his usefulness in making weapons. The heads of the captain and crew, arranged in a row on deck, were shown to him, but that of Thompson, the sailmaker, was not among them. He was afterward captured in the hold, where he had concealed himself, but on Jewett's pleading by signs, and claiming that he was his father and that he would be useful, his life was spared. A day or two after this the ship was run ashore and looted, but Jewett was permitted to save the ship's log and papers. Before she had been entirely unloaded and the casks of rum had been uncovered, one of the Indians accidentally set fire to the ship while below deck with a lighted torch. Jewett and Thompson remained captives for three years, Jewett learning the language and keeping a diary of events. On the command of the king he was married to a daughter of a northern tribe. He found that the northern chiefs were willing to assist himself and companions to escape by undertaking to deliver a letter to any vessel they might meet. They were rescued by Capt. Samuel Hill of the brig *Lydia* of Boston on July 19, 1805. Much of the cargo of the *Boston* which had not been destroyed by the Indians was recovered by the brig, including cannon, guns, cloth and blankets which had been stowed away by the king, and was subsequently returned to the owners in Boston.

mantles of skins. Neither the interpreter nor Mr. McKay could prevail on Thorn to get under way until the increasing numbers frightened him, and he ordered the men on the sails and the anchor up. The Indians then wanted to trade and began hurriedly to barter their furs for knives on any terms the *Tonquin's* men desired to make. By the time the anchor was up the knives were pretty well distributed among the horde of savages. What happened is best told in Washington Irving's "Astoria," which was, in a measure, an official account of the Astor expedition. Irving says:

"The anchor was now nearly up, the sails were loosed, and the captain in a loud and peremptory tone ordered the ship to be cleared. In an instant a signal yell was given, it was echoed on every side, knives and warclubs were brandished in every direction, and the savages rushed upon their marked victims. The first that fell was Mr. Lewis, the ship's clerk. He was leaning with folded arms over a bale of blankets engaged in bargaining, when he received a deadly stab in the back and fell down the companionway. Mr. McKay, who was seated on the taffrail, sprang to his feet but was instantly knocked down with a warclub and flung backwards into the sea, where he was dispatched by the women in the canoes. In the meantime Captain Thorn made a desperate fight against fearful odds. He was a powerful as well as a resolute man, but he had come upon deck without weapons. Shewish, the young chief, singled him out as his particular prey and rushed upon him at the first outbreak. The captain had barely time to draw a clasp knife, with one blow of which he laid the young savage dead at his feet. Several of the stoutest followers of Shewish now set upon him; he defended himself vigorously, dealing crippling blows to right and left and strewing the quarterdeck with dead and wounded. His object was to fight his way to the cabin where there were firearms, but he was hemmed in with foes, covered with wounds and faint with loss of blood. For an instant he leaned upon the wheel, when a blow from behind with a warclub felled him to the deck, where he was dispatched with knives and thrown overboard. While this was transacting upon the quarterdeck a chance medley fight was going on throughout the ship. The crew fought desperately with knives, handspikes, and whatever weapons they could seize upon in a moment of surprise. They were soon overpowered by numbers and mercilessly butchered.

"As to the seven who had been sent aloft to make sail, they contemplated with horror the carnage that was going on below. Being destitute of weapons they let themselves down by the running rigging in hopes of getting between decks. One fell in the attempt and was instantly dispatched; another received a death-blow in the back as he was descending; a third, Stephen Weekes, the armorer, was mortally wounded as he was getting down the hatchway. The remaining four made good their retreat into the cabin, where they found Mr. Lewis still alive though mortally wounded. Barricading the cabin door, they broke holes through the companion way, and with the muskets and ammunition at hand opened a brisk fire that soon cleared the deck. Thus far the Indian interpreter, from whom these particulars are derived, had been an eye witness to the deadly conflict. He had taken no part in it, and had been spared by the natives as being of their race. In the confusion of the moment he took refuge with the rest in the canoes. The survivors of the crew now sallied forth and discharged some of the deck guns, which did great execution among the canoes, and drove all the savages to shore. For the remainder of the day no one ventured to put off for the ship, deterred by the effects of the fire-arms. The night passed away without any further attempt on the part of the natives, and when the day dawned the *Tonquin* still lay at anchor in the bay, her sails all loose and flapping in the wind, and no one apparently on board of her. After a time some of the canoes ventured forth to reconnoiter, taking with them the interpreter. They paddled about her, keeping cautiously at a distance, but growing more and more emboldened at seeing her quiet and lifeless. One man at length made his appearance on the deck, and was recognized by the interpreter as Mr. Lewis. He made friendly signs, and invited them on board, but it was long before they ventured to comply. Those who mounted the deck met with no opposition. No one was to be seen on board; for Mr. Lewis, after inviting them, had disappeared. Other canoes now pressed forward to board the prize; the decks were soon crowded, and the sides covered with savages, all intent on plunder. In the midst of their eagerness and exultation, the ship blew up with a tremendous explosion. Arms, legs and mutilated bodies were blown into the air, and dreadful havoc was made in the surrounding canoes. The interpreter was in the main chains at the time of the explosion, and was thrown unhurt into the water, where he succeeded in getting into one of the canoes. According to his statement the bay presented an awful spectacle after the catastrophe. The ship had disappeared, but the bay was covered with fragments of the wreck, with shattered canoes, and Indians swimming for their lives, or struggling in the agonies of death; while those who had escaped the danger remained aghast and stupefied, or made with frantic panic for the shore. Upwards of one hundred savages were destroyed by the explosion; many more were shockingly mutilated, and for days afterwards the legs and bodies of the slain were thrown upon the beach. The terrible revenge, which Lewis carried to such a bloody culmination, caused fearful lamentations in the camps of the survivors; but their weeping and wailing was changed into yells of fury when four unfortunate white men were brought into camp. They had escaped in the longboat, and, as Lewis refused to accompany them, had left him to carry out his plan of revenge. They were unable to get away from the land, and sought refuge in a small cove, where they were surprised while sleeping. They were sacrificed by the natives, and made to endure all the lingering tortures that savage cruelty could conjure up. Some time after their death the interpreter effected his escape and brought the tragical tidings to Astoria."

Before the news of the fate of the *Tonquin* reached New York, the American ship *Beaver*, Captain Sowles, was on her way to Astoria, where she arrived May 5, 1812, with reinforcements for the Astor colony. She made a coasting trip to the north, taking the place of the lost *Tonquin*, intending to return to Astoria. Instead she went to the Sandwich Islands, carrying with her Mr. Hunt, Astor's chief factor. Before Mr. Hunt could return to Astoria, his partners had completed arrangements for handing the business over to the British, and the following year witnessed the downfall of the Astor enterprise on the Columbia. The British sloop-of-war *Raccoon*, Captain Black, arrived in the river and took formal possession of Astoria, hauled down the American and hoisted the British flag, changing the name to Fort George. Previous to the arrival of the *Raccoon*, the American ship *Albatross* came to Astoria from Honolulu, having been chartered there by Mr. Hunt of the Fur Company. Not realizing the threatened danger to the Astor possessions, Mr. Hunt returned to the Sandwich Islands, but soon after his arrival heard vague rumors of the British *coup d'etat*. He chartered the brig *Pedlar*, and in February, 1814, returned to Astoria, but, finding England in possession, the *Pedlar* soon sailed away. Shortly after her departure the British ship *Isaac Todd* arrived at Astoria for the Canadian Northwest Fur Company, and a temporary era of British supremacy began.

In 1815 shipping had not yet recovered from the war scare of 1812, and vessels in the Northwest were few in number. The Northwest Fur Company employed the schooners *Colonel Allen* and *Columbia*, and two Russian vessels, the *Ilmen* and *Chirekoff*, were trading along the north coast. The following year the schooner *Lydia* and the old-timer *Albatross* were back again, and the ships *Sultan* and *Atlas* also came out from the East. A French vessel, the *Bordelais*, arrived at Nootka, being the first vessel to enter that port after the tragical end of the *Boston*. The *Colonel Allen* was dispatched to China in August.

In 1817 the *Bordelais* was still here, and the American brigs *Brutus* and *Clarion* and the British brig *Columbia* were trading along the coast. In 1818 the American sloop-of-war *Ontario*, Captain Biddle, and H. M. S. *Blossom*, Captain Hickey, arrived at Astoria, dispatched by their respective governments to settle the international question as to the ownership of Astoria; and on the 6th day of October, in conformity to the treaty of

Ghent, England restored the settlement of Fort George to the United States. The restoration having been made in due form, both vessels departed. From 1818 until 1825 the principal vessels in the Northwest, with those previously mentioned, were the American ship *Borneo*, Captain Clarke, which was wrecked in Alaska in 1819, the American ship *Eagle*, Capt. Thomas Meek, the American ship *Lascar*, Captain Post, the *Mentor*, Captain Martin, the *Volunteer*, Captain Bennett, and the brigs *Arab*, *Fredie*, *Pedlar*, *Sultan*, *Active*, *Lively* and *Alexander*.

In 1821 the presence of the American whaler *Bounty* in Behring Sea was the means of establishing a precedent in international law that recoiled on the heads of the Americans many years later. The *Bounty* was seized by the Russians, and on a protest from the United States Government, which contended that Russia had no jurisdiction beyond the three-mile limit, the *Bounty* was released and an indemnity paid to her owners. Sixty-five years later, long after the United States had bought all of Russia's rights in these waters, the Americans seized some British sealers, and it cost the Government in the neighborhood of a million dollars to learn that it had failed to purchase any water rights from Russia except those which she had a right to sell.

In 1826 the *Vancouver*,⁶ the first vessel built on the Columbia,—the *Dolly* was shipped from the East in sections,—was launched at Vancouver. She was a two-masted schooner of about eighty-five tons burden and was constructed by carpenters brought from the Orkney Islands. She made several successful trading voyages to the north, but was finally wrecked in 1832 on the northern shore of Queen Charlotte's Island.

Perhaps the most noted arrival in 1827 was the Hudson's Bay schooner *Cadboro*,⁷ which reached Vancouver from London.

The brig *Owyhee*, Captain Dominus, and the schooner *Convoy*, Captain Thompson, entered the river in 1828, having been dispatched by Marshall & Wild of Boston. The *Convoy* arrived in February, the same day that the

⁶ An old log of this schooner is now in possession of Mr. Harry Glide of Victoria, and a perusal of its pages gives a very good idea of the embryo state of marine matters at this early date. In July, 1830, she left Vancouver for a trading voyage to the Fraser River, with the following officers: William Ryan, commander; William Eales, first mate; James Scarborough, second mate; Edward Dennison, carpenter; William Olsen, cook; Thomas Wood, James Johnston, Angus McLeod, William Jones, Joseph Ralph, seamen; W. Raymond, Duncan Campbell and Thomas Clarke, apprentices, and two Kanakas. The log proceeds as follows: "July 8—Weighed from Fort Vancouver at noon, in company with the *Cadboro* and *Eagle* and proceeded down the river. At 9:30 brought up in five fathoms water. July 9—At 8 A. M. weighed and proceeded down the river. At 1 P. M. passed the American brig *Owyhee* bound up. Exchanged colors with her. At 9 P. M. brought up in 6 fathoms water. July 10—At 4:30 weighed and dropped down the river. At 8 brought up a little above Gray's Bay and delivered 18 casks of salt and 20 empty casks. Made sail and worked down. At 1 P. M. brought up at entrance Tongue Point Channel to buoy the *Eagle*. At 5 the *Eagle* passed us. Weighed and proceeded down. Brought up at 9:30 in 2 fathoms near Ft. George. July 11—At 4 A. M. weighed and made sail. At 8 brought up at Ft. George and delivered 7 empty casks, 5 salt casks and 23 planks. Received on board 3 boat-loads of ballast. At 6 P. M. weighed and proceeded toward Baker's Bay. At 9:30 brought up near Sandy Island in 5 fathoms. July 12—At 6:30 weighed and made sail; at 8 brought up in Baker's Bay in 3½ fathoms. Received on board goods from the *Cadboro*. At 6 P. M. took in the longboat and got ready for sea. July 17—At noon weighed and beat over the bar; at 2:30 brought up outside the bar in 10 fathoms to wait for the *Eagle*. At 4 weighed and made sail in company with the *Eagle* and *Cadboro*. At 8 P. M. Cape Disappointment bore N. E. ½ E., about 7 leagues. July 23—At 9 A. M. Cape Flattery bore north. A great many canoes about the vessel. At noon light breezes and fine; Cape Pattery S. W. ¼ or 5 miles. *Cadboro* and *Eagle* out of sight. July 28—At 3:30 weighed and made sail; at 6 A. M. brought up in 17 fathoms. Point Roberts bearing W. by S. At 9 weighed and in company with *Eagle* proceeded toward Fraser River. At 2 P. M. brought up in 7 fathoms and sent the boat to sound the channel. July 29—At 9 weighed and proceeded across channel. At 1:30 touched ground in 1¼ fathoms. Run kedge out and hauled her off. At 2 P. M. anchored. July 30—At 7, *Cadboro* hove in sight. At 11 sent a boat and 6 hands to assist the *Eagle*. July 31—At 5:30 P. M. weighed and proceeded down toward the *Cadboro* with 3 boats towing ahead. At 8:30 brought up at entrance to channel in 10 fathoms. Aug. 1—At 1 P. M. weighed and proceeded toward the *Eagle*; at 2 P. M. brought up in 3 fathoms water. At 5:30 P. M. weighed and made sail to go to the *Eagle* ready for hauling alongside of her. Aug. 2—Hauled alongside the *Eagle* to take cargo. Discharged ballast in her and took in for Ft. Langley 60 casks salt, 1 mill wheel, 13 bundles iron, 25 bales, 1 jar oil, 5 cases guns, 13 kegs shot, 1 keg nails, 1 hoghead of sugar, 4 casks powder, 17 bags flour, 2 kegs grease, 5 cases sundries, 1 grindstone, 4 hds. molasses, 35 casks salt, 2 bds. tobacco, 1 punch, rum, 1 bag rice, 1 hamper kettles, 1 keg rosin, 2 saws, 2 kegs shot, 3 cases sundries, 1 iron boiler, 10 pigs, 2 oxen, 2 cows, 1 bull, 2 calves, 1 cask molasses. Delivered 3 bbls. trading powder and 2 kegs shot. Aug. 7—Met Mr. Yale with 2 boats from Langley and delivered part of cargo. Aug. 14—Brought up 3 miles below Langley. Aug. 15—Weighed at 10 and kedged toward Langley. At 3 P. M. brought up at Fort Langley and delivered the live-stock. Aug. 17—Received on board 16 casks salmon, 12 bds. shingles, 13 bales beaver, 16 bales dried salmon. Aug. 18—At 5 P. M. let go warps and hauled off to salute the fort before leaving. The wad from one of the guns struck Therwein, one of the fort men, and wounded him so severely that the poor fellow died about 2 hours afterward. Aug. 20—Crossed out. Aug. 28—Weighed and towed toward the port of Port Discovery. At 9 A. M. beat into the port and found lying there the American brig *Owyhee*. Sept. 6—Weighed, and in going from Port Partridge passed the American brig *Convoy*, Captain Thompson. Captain came on board." After cruising and returning to Langley, the schooner took on board some more salmon and furs, and entry September 22d reads: "At daylight unrigged the stage, hauled in our lines ready for leaving Fort Langley. Received on board as passengers Mr. Nanness and 2 boys, an Indian boy, 2 Canadians, 3 Indian women, 2 children. Sent George, the Kanaka, on shore and took Manilla on board. At 7 weighed, fired 5 guns and proceeded down river. Draft forward, 8 ft., aft, 8-2. Sweeps and boats used all the way down. Sept. 30—Left Cape Flattery 4 P. M. with N. wester and at noon Oct. 1, sighted Cape Disappointment. Oct. 2—At 1 P. M. stood in for the bar; at 3:30 brought up in 14 fathoms. Cape N. W. ¼ mile. At 4:30 *Eagle's* boats alongside. At 7:15 with light breeze proceeded into Baker's Bay, sweeping and towing."

⁷ The *Cadboro* was built at Rye, County of Sussex, in 1824, one deck and two masts, schooner-rigged, with a standing bowsprit. She was built and owned by the Hudson's Bay Company, and sailed from London on her first trip in the fall of 1826, rounding Cape Horn, and arriving at Fort Vancouver, Oregon Territory, in the spring of the following year, bringing, beside her crew of picked men, several new servants for the Hudson's Bay Company, about thirty persons, all told. On arrival at Vancouver Captain Swan left the vessel, and E. Simpson, a naval lieutenant, became master. He retained command until June, 1831, when he retired from the service and was succeeded by Captain Sinclair. At this time the *Cadboro* was the crack vessel of the Pacific Coast. She carried six guns, thirty-five men, and made a barrel of money for the Hudson's Bay Company on her trading trips between Nootka Sound and Fort Vancouver. Captain Sinclair left the vessel in 1833, and Capt. William Ryan assumed command. In 1835 Captain Brothie (after whom Brothie's Ledge takes its name) took charge, remaining on her until 1838. It was while he was master that the harbors of Victoria and Esquimalt were discovered by the steamer *Beaver*, and the *Cadboro* was the second vessel to enter Victoria harbor, coming in under command of Captain Brothie in 1837. She also entered and named Cadboro Bay about the same time. Capt. James Scarborough succeeded Captain Brothie and continued sailing her for ten years, when in 1848 he gave way to James Sangster, who remained with her until 1854, when Capt. J. L. Sinclair took command. The advent of the *Otter*, which was now assisting the *Beaver*, had a tendency to relegate the *Cadboro* to the rear; and, though she did good service until the gold rush in 1858, she was beginning to show age, so in 1860 the company sold her at auction to Captain Howard for \$2,450. Her new owner operated her as a coal and lumber vessel between Victoria and neighboring ports until October, 1862, when during a trip up the Sound with a cargo of lumber she was caught in a gale a few miles from Port Angeles, sprang a leak, and was run ashore by the captain in charge, where the beating of the surf soon knocked her to pieces.



destruction on what was afterward known as Peacock Spit. Other vessels in 1838 were the Hudson's Bay bark *Vancouver*, Captain Ducan, the brig *Thomas Perkins*, and the ship *Forager*, Captain Thompson.

There is a tinge of romance connected with the history of the prosaic old hulks which plowed Northwestern waters in early days, many of which have passed out of existence so long ago that data regarding them is very unreliable. But thanks to the foresight of her builders and a kindly Providence, there was one vessel whose name and fame will last as long as steam and sailing vessels are in use. "The Old Steamer *Beaver*," as she was called, was the first steamer that entered the waters of the Pacific Ocean; and for a quarter of a century before her ignominious end on the rocks at the entrance to Burrard's Inlet, and during many years after the magnificent ocean liners and freight steamers of nearly every nation on the face of the earth were churning the waters of the northern seas, and hundreds of lesser craft steamed in and out of the navigable streams in the Northwest, the old, original *Beaver* was serenely following her old vocation, with timbers as staunch and sound as on the day she was launched. The *Beaver* was built in 1835 on the Thames, and it is safe to say that no other vessel built afterward attracted anywhere near as much attention as this pioneer of the Pacific; and from the day that her keel was laid until she went down the British Channel and disappeared from sight on the trackless ocean, she was watched with the closest interest. Over 150,000 people, including King William and a large number of the nobility of England, witnessed the launching, and cheers from thousands of throats answered the farewell salute of her guns as she sailed away for a new world. But little was known about steam marine navigation at that period, and the far-off Pacific Northwest was even more of a mystery, consequently much speculation was indulged in as to the success of her cruise. The machinery was placed in position, but the side-wheels were not attached, so she was rigged as a brig and started for her destination under canvas, with Captain Home in command. The bark *Columbia* sailed with her as consort, but the *Beaver* was too speedy, and reached the *Columbia* in advance, after a passage of 163 days.

Through the kindness of Mr. Harry Glide, a Victoria pioneer, we were enabled to secure a copy of the original log of the old steamer, which is here given, the dates omitted being unimportant in a work of this character. The historical value of this document cannot be overestimated, and we give the same in as complete a form as our space will admit:

"Log of the steamship *Beaver*, from Gravesend for the Columbia River, August 27, 1835.—Crew list on leaving Gravesend: D. Home, commander; W. C. Hamilton, first mate; Charles Dodd, second mate; Peter Arthur, chief engineer; John Donald, second engineer; Henry Barrett, carpenter; William Wilson, George Gordon, William Phillips, James Dick, George Holland, James McIntyre, William Burns, aba. Thursday, August 27, 1835—3 P. M., pilot came on board, hauled the vessel out of docks and proceeded down the river. 8 P. M., came to anchor, with light winds from the southward. Aug. 28—4 A. M., weighed anchor and proceeded toward Gravesend. 7 A. M., anchored off Gravesend. People employed the rest of the day fitting steering halyards, blocks and gear. Aug. 29—Wind east. People variously employed. 3 P. M., weighed anchor and found the stock gone. Dropped down to the head of Lea Reach. Aug. 30—Commenced with foggy weather and light airs from the north. 3:30 A. M., sent to Gravesend for an anchor stock. 7 A. M., weighed anchor and proceeded down Lea Reach, wind east. At noon brought up in the lower part of the reach. 6 P. M., weighed anchor and proceeded down the channel. 10 P. M., anchored off the lower part of the wharf in six fathoms. Aug. 31—Commenced with fresh breeze from the N. E. 6 A. M., weighed anchor and proceeded toward the downs. At noon arrived in the downs and the pilot left us. This day's log contained only twelve hours. Sept. 1—Commenced with moderate breeze from the east. At noon set the larboard foretopmast, lower and topgallant sail. 6 P. M., shortened sail for the *Columbia*; Dungeness light bore E. by N., 8 miles. At 10 took in the steering sails, Beachy Head light bearing N. N. W. Midnight, Beachy Head light N. E. $\frac{1}{2}$ E., distant about four leagues. 2 A. M., set the steering sails larboard side. 10 A. M., signal from the *Columbia*, wishing to speak us. Hove to for her, and she reported the death of Mr. Carney, her chief mate. Sept. 2—Moderate breeze and clear weather; obliged to carry easy sail to keep in company with the *Columbia*. 4 P. M., set the larboard steering sails. 8 A. M., set the starboard steering sails. People employed in setting up topmast and topgallant rigging. Latitude 49-46. Sept. 3—Commenced with fresh breeze and clear weather. 5:30 P. M., sent the royal up and set the sail. 8 P. M., shortened sail for the *Columbia*. 11 P. M., cloudy; took in the topgallant steering sail. Latitude 48-55, lon. 7-44 west. Sept. 4—Light variable winds and clear weather. 4 P. M., no wind and rain. 5 P. M., shortening sail for the *Columbia*. Midnight, light wind, cloudy. 1 A. M., light wind and heavy rain. 6 A. M., set the foresail and foretopgallant sail, royal and gaff topsail. People employed drawing and knotting yarns. Lon. 8-34, lat. 48-58. Sept. 5—Calm and cloudy, 4 P. M., with rain. Noon, steady breeze and cloudy. People employed greasing masts and cleaning forecastle. Signalized to the *Columbia* to steer S. W. Sept. 6—Moderate and cloudy. Bore up for the *Columbia* and signalized course to her,—west. Midnight, clear. Spoke two Dutch vessels bound to the eastward; took in lower steering sails. Several vessels in sight standing to the eastward. Mustered the crew and had prayers. Lon. 10-18, lat. 45-54. Sept. 7—Light breeze and fine weather. Bore up for the *Columbia*. Light airs and rain. People employed about the rigging; sixty gallons of water expended, 4,072 remaining. Sept. 8—Light airs. Tacked ship and set starboard, topmast and topgallant sails. People variously employed. Signalized course S. W. to *Columbia*. Sept. 9—Moderate breeze, all sail set; showed colors to a French ship. People variously employed about the rigging. *Columbia* in company bearing N. E. $\frac{1}{2}$ E. Sept. 10—Steady breeze throughout. Took in lower steering sails; set them again. Strange sail in sight standing to the eastward. People employed in making mats for the rigging. At noon *Columbia* bore N. $\frac{1}{2}$ west, distance 2 miles. Sept. 11—Moderate and fine throughout. Took the larboard steering sail in, took fore topsail in. People employed washing clothes and airing bedding. At noon signalized course and longitude to the *Columbia*. Longitude 14-44, lat. 36-23. Sept. 12—Moderate breeze. Set the jib and gaff topsail. People employed scrubbing paint work, cleaning 'tween decks and greasing masts. *Columbia* three miles distant. Sept. 13—Made the island of Porto Santo bearing S. S. W., distant 10 leagues. At noon made island of Madeira, west point, bearing S. S. W., 8 miles. Read prayers to the ship's company. Sept. 15—Light breeze throughout; spoke the *Columbia*. Sail in sight bound to the S. Sept. 19—Moderate and steady throughout. Signalized longitude and course to the *Columbia*. All necessary sail set. Sept. 20—Moderate trade wind, squalls and rain; fine weather. Made Cape St. Antonio, bearing south, 30 miles. Performed divine service. Sept. 22—Light, variable breezes. A vessel in sight on the starboard beam standing to the N. & W. People employed as yesterday. Sept. 24—Light, variable breeze. Took in the royal topgallant sail and the gaff topsails. Light breeze; made all sail. People employed as yesterday. 7 A. M., hove to for the *Columbia*, and at 10:30 bore up to her. Sept. 26—Light breeze throughout. A sail in sight standing to the southward. Sept. 27—Light airs throughout. Hove to for the *Columbia*. Heavy rain with thunder and lightning; weather too unsettled to read prayers. Sept. 29—Light breeze. Hove to for the *Columbia*. Spoke the *Columbia* and made all sail. Sept. 30—Light, variable breeze with heavy head sea. Hove to for the *Columbia*, and fired several guns but secured no answer. Made sail; fired three rockets for the *Columbia* but received no answer. At 3 P. M., during a heavy squall, lost sight of her when she was about two miles astern; at 8 P. M., at which time signals were always exchanged, no answer could be secured. Oct. 4—Moderate breeze. Spoke a brig bound for Montevideo. Read prayers to the ship's company. Oct. 7—Moderate trade winds throughout. People employed in engine room with the engineer. Oct. 11—Moderate trade, squalls occasionally. Read prayers. Latitude 13-24, lon. 25-02. Oct. 15—Light, variable breeze. Made the island of Trinidad, bearing S. $\frac{1}{4}$ W., distance 8 leagues. Lon. 28-13, lat. 20-25. Oct. 16—Light, variable airs. Trinidad S. E., 5 miles. Oct. 25—Fresh breeze and fine weather, hard squalls, weather too unsettled to read prayers. Lon. 37-14, lat. 30-28. Oct. 30—Strong breeze and heavy

head sea. Longitude $37^{\circ} 5'$, latitude $37^{\circ} 37'$. Oct. 31—Moderate breeze. A sail on the weather quarter, heading to the southward. Nov. 4—Fresh breeze and squally. Longitude $43^{\circ} 34'$, latitude $42^{\circ} 3'$. Nov. 8—Moderate breeze. Temperature 57° air, 50° water. Lon. $54-34$, lat. $45-19$. Nov. 11—Made the Falkland Islands bearing S. by W. Nov. 13—Strong breeze throughout, increasing with head sea. A sail on the weather beam standing to N. Nov. 15—Moderate breeze with heavy sea, freshening with rain. Weather too unsettled to read prayers. Lon. $61-33$, lat. $56-33$. Nov. 18—Strong breeze. Made Cape Horn bearing N. by W., distant 10 leagues. At noon Cape Horn N. E. by E.; passed Island of Diego Ramirez. Nov. 20—Strong breeze. A sail in sight bound to the N. & E. Nov. 22—Fresh gales with heavy squalls and hail; weather too bad to read prayers. Lon. $78-7$, lat. $59-62$. Nov. 25—Fresh breeze. A sudden squall carried away topmast steering sail boom. Heavy fall of snow. Nov. 26—Heavy gale; lay to under fore topsail. Nov. 27—Strong gale and heavy sea; lying to under double-reefed foresail. 29th—Drizzling rain and foggy. Made land. Bearing N. N. E. and tacked to the westward. Lon. $75-45$, lat. $49-29$. Dec. 6—Fresh breeze throughout, with showers of rain. Lon. 82 , lat. $45-19$. Dec. 8—Calm and clear. A Danish ship in sight bound to the west. Dec. 10—Moderate breeze. A sail in sight standing to the N. E.; wind N. x W. Dec. 12—Moderate breeze and cloudy. Made the Island of Juan Fernandez, N. by W. $\frac{1}{2}$ west. Bent the cables and got the anchor over. Tacked and stood in for the land, working into Cumberland harbor. Dec. 13—At 8 P. M. came to anchor in Cumberland harbor in 12 fathoms of water; finding we had drifted during the night, weighed anchor and towed over to the starboard shore, anchoring in 10 fathoms. The wind shifted and swung us in shore with only two and a half fathoms under stern. Shifted berth and warped her farther out, and let go anchor in 12 fathoms. Gave her 45 fathoms of chain. At 11 A. M. the *Columbia* hove in sight. Dec. 16—Fresh breeze throughout with heavy squalls off the land. People employed getting water off to the *Columbia*. Carpenter making a main boom. Dec. 19—Light breeze N. N. W.; weighed anchor and made sail for the Sandwich Islands. Hove to and sent two boat-loads of water on board the *Columbia*. At midnight the island bore S. by E. $\frac{1}{2}$ E. Dec. 19—Moderate breeze throughout, N. N. W. People employed unbending cable and stowing anchors. 8 30 A. M. hove to, to send water on board the *Columbia*. Lon. $80-01$, lat. $30-54$. Dec. 20—Light breeze N. W. Hove to for the *Columbia*, made sail, and shortened sail for *Columbia*. Read prayers to the ship's company. Dec. 21—Moderate breeze N. N. W. Signalized longitude to the *Columbia* 3 miles distant. People employed repairing topsail. Dec. 22—Light breeze throughout. Showed longitude to the *Columbia*. Island of Ambrose sighted, bearing N. E. $\frac{1}{2}$ E. Dec. 23—Light breeze from N. W. Ambrose Island E. S. E. Dec. 24—Calm and clear. Spoke the *Columbia*. *Columbia* sent a boat aboard for fresh beef. At 8 P. M. bailed the *Columbia* and requested Captain Darby to send the doctor on board, as Mr. Hamilton was very unwell, also one of the crew. At 7 A. M. Mr. Prattent came on board with a message from Captain Darby saying the doctor pleaded illness as an excuse for not coming. Dec. 25—Light breeze S. E. Showed longitude to the *Columbia*, bearing S. E. Lon. $81-59$, lat. $24-20$. Dec. 28—Moderate S. E. trade throughout. Altered course to close with the *Columbia*. Dec. 29—Moderate trade wind S. E. Unbent the mainsail for repairs. *Columbia* bearing S. E. by E. Dec. 30—Fresh trade E. with rain. Lon. $92-08$, lat. $18-34$. Friday, Jan. 1, 1836—Moderate trade E. by S., squally, with rain. *Columbia* W. by N. Jan. 3—Moderate S. E. trade throughout. *Columbia* E. S. E. Lon. $100-04$, lat. $14-21$. Jan. 6—Steady trade and clear throughout, E. S. E. *Columbia* N. E. Lon. $105-43$, lat. $11-13$. Jan. 12—Moderate trades E. Lon. $120-29$, lat. $3-04$. Jan. 13—Fresh trade, squally, E. *Columbia* E. S. E. Lon. 123 , lat. $S. 1-17$. Jan. 14—Fresh trade E. S. E. Carpenter making a rudder for the whale-boat. Lon. $125-21$, lat. $N. 0-15$. Jan. 16—Moderate S. E. breeze. Altered course to close with *Columbia*. Lon. $128-39$, lat. $3-21$. Jan. 20—Light N. W. breeze. *Columbia* W. Lon. $134-34$, lat. $10-13$. Jan. 22—Fresh N. E. trades with rain. *Columbia* N. by W. Lon. $139-55$, lat. $12-56$. Jan. 25—Light E. N. E. breeze with mist. Hove to for the *Columbia*. Jan. 26—Light breeze with rain, E. N. E. Lon. $145-50$, lat. $15-39$. Jan. 27—Light, variable breeze E. Captain Home went on board *Columbia*. Jan. 28—Moderate E. S. E. breeze. Latitude by Polar star at 2 A. M. $16-58$ N. Jan. 30—S. E. breeze at noon; taken aback with a squall from N. & E. Lon. $151-15$, lat. $18-52$. Feb. 1—Hove to for the *Columbia*. Made the island of Owyhee, bearing W. by S. At noon 30 miles distant. Feb. 2—Lost sight of the *Columbia*. Lon. $154-48$, lat. $20-43$. Feb. 3—Variable breeze, E. S. E. Made island of Macoa, S. by W. 4 leagues. *Columbia* sighted E. N. E. Feb. 4—Sighted Woahoo Island. At 2:30 P. M. Mr. Reynolds came on board to pilot us in. At 3 P. M. came to anchor in 4 fathoms of water in Honolulu harbor. Feb. 7—Fine weather. Attended divine service on shore with ship's company. Feb. 14—Fine weather. William Wilson went on shore without leave and against positive orders not to go. Feb. 17—The mate made the following entry: 'At 11 A. M. Captain Charlton, His Majesty's Consul, came on board and reprimanded William Wilson, seaman, for leaving the ship on Sunday last against orders, also for his insolence to me on the passage and general bad conduct.' Captain Home wrote over this, 'Not correct,' and as a foot-note added: 'In reference to the log of the 17, Captain Charlton came on board the *Beaver* at my request to take William Wilson out of the vessel for punishment for having left the vessel without leave, but William Wilson showing great contrition for his offence and the rest of the people begging that he be not punished, and that they would be answerable for his conduct in the future, I reprimanded him and sent him to his duty.' Feb. 19—Let the old stock of water out of the boilers, it being very bad. Took on board 1,000 gallons of water. Feb. 24—Crew employed preparing for sea. Feb. 25—At 4 P. M. weighed anchor and made sail. At 5 P. M. came to anchor in Honolulu roads in 15 fathoms water. Received on board 4 Sandwich Islanders to work their passage to the *Columbia*. Feb. 26—Mr. Dodd, 2d officer, exchanged with Mr. Prattent of the *Columbia*, by permission of Captain Home and Captain Derby. At 11 A. M. weighed anchor. Feb. 26—Fresh N. E. trades. Island of Woahoo bearing N. by E. $\frac{1}{2}$ E. Feb. 27—East wind at noon; a S. E. squall with thunder and lightning jibed the main boom and carried away the gaff. Feb. 28—Squally weather. *Columbia* W.; answered her light. Weather too unsettled to read prayers. Lon. $155-41$, lat. $25-16$. Mar. 3—W. N. W. breeze carried away the main gaff. At 9 A. M. signaled the *Columbia* for her carpenter, who came on board at 10 to assist in making a main gaff. Mar. 4—Light breeze E. S. E. Shortened sail to keep in company with the *Columbia*. *Columbia's* boat left at 8:10 P. M. Set all sail on the larboard tack. Mar. 5—Moderate S. E. breeze. *Columbia* N. E. $\frac{1}{2}$ N. Lon. $143-31$, lat. $33-28$. Mar. 9—Light S. E. winds with squalls. Shortened sail and hove to for *Columbia's* boat. People employed cleaning arms. Lon. $135-08$, lat. $39-06$. Mar. 13—Moderate breeze with hail from N. W. Shortened sail for the *Col*. Lon. $125-31$, lat. $44-33$. Mar. 14—Moderate breeze and squally from N. Out anchors and bent cable at 2:15 P. M. Observed land ahead, bearing from N. N. E. to E. by S. The *Columbia* not in sight. Lon. $126-16$, lat. $44-41$. Mar. 15—Strong wind from N. W. Fired rockets for the *Columbia*. Observed land bearing from E. to N. N. E. Lon. $124-41$, lat. $45-35$. Mar. 16—Light breeze W. N. W. Observed Cape Disappointment ahead at 5:30; Cape Low N. by E.; Point Adams N. by E. $\frac{1}{2}$ east, distant 8 or 9 leagues; Bluff Point N. E. $\frac{1}{2}$ E. Light, variable airs. Tacked ship at 11:30; fired two guns. Bearings at noon: Cape Disappointment N. $\frac{1}{2}$ E.; Point Adams N. E. by E.; Chinook Point N. N. E. $\frac{1}{2}$ E. Mar. 17—Light W. wind. Bearings at noon: Cape Disappointment E. by N.; Chinook Point E.; Point Adams E. S. E. Soundings in black sand 17 to 50 fathoms. Mar. 18—Calm and clear weather, N. W. At 4:10 hove to with head to westward, strong tide setting to the N. At 3 P. M. stood in for the bar, sounding every five minutes. Cape bearing E. N. E. Mar. 19—Stood in for the *Columbia* River bar with the wind from N. W. At 2 a canoe came alongside with natives. At 6 P. M. wind variable and strong ebb tide; 7:30 anchored in 7 fathoms with 40 fathoms chain. Bearings: Point Ellis E. by N.; Cape Disappointment N. by E. at 8:30 P. M. Flood tide made with a fresh breeze from the S. E. 7 A. M. Mr. Heath, chief mate of the *Ganymede*, came on board, also the Governor of Port George. At 9 weighed anchor and made all possible sail; at 10:50 shortened sail and came to anchor in Baker's Bay in 5 fathoms of water. Sunday, March 20—Moderate breeze from S. E. *Columbia* off the bar at 3 P. M. Hoisted a union jack on Cape Disappointment for the *Columbia*. Mar. 21—Moderate breeze from S. E. *Columbia* in the offing. Mar. 22—*Columbia* came in at 9:30 A. M. and anchored ahead of us. Mar. 23—Light breeze from the westward. Foggy with rain. March 24—At 1 P. M. weighed anchor, and made all sail possible on a wind up the river. At 3 P. M. anchored in 3 fathoms water off the red bluff. At 4:30 weighed and made sail down the river. Finding we were too near the sand bank at 6:30, anchored in 7 fathoms water. Port George S. E. by S. Tongue Point E., Red Bluff N. by W. Mar. 25—Employed sounding channel across to Tongue Point. At 4 P. M. Mr. Lattie arrived from Fort Vancouver to pilot the vessel up the river. Mar. 26—Weighed anchor at 5:30 and stood across the channel to Tongue Point. Least water, quarter less three. The flood being done anchored in 6 fathoms. Tongue Point E. S. E. At 2:30 P. M. weighed and made sail towards Tongue Point, wind S. W. In crossing Tongue Point channel, tailed on the west point of the east sand, run a warp out, hove off and stood up the river. At 7 P. M. anchored in 7 fathoms below the Pillar Rock. Observed the *Columbia* on shore; sent a boat. At 5 P. M. the *Columbia* hove off, and is now in company. Mar. 27—1 P. M. got under way, wind from the westward, and proceeded up the river. At 2:30 passed the Pillar Rock, least water quarter two. At 5 P. M., not being able to stem the ebb, brought up in 10 fathoms. Three Tree Point S. W. $\frac{1}{2}$ W. 2 miles. Off shore quarter of a mile. Mar. 28—Calm, with rain. At 2 P. M. a breeze sprung up from the south and we hove short, but falling calm again with strong ebb could not get under way. At 4 P. M. got under way with the wind from the south and proceeded up the river. At 5:30 P. M., not being able to stem the ebb, anchored in 9 fathom between Orchard's River and the lower end of Puget Island, the *Columbia* in company. Mar. 29—Calm, with rain. At 8 A. M. got under weigh with the flood and light breeze from the S. E.; falling calm, down boats and towed around the lower end of Puget Island (south channel). 1 P. M., flood being done, anchored in 5 fathoms about 2 miles up the channel. At 2:30 P. M. a breeze sprung up from the west,

up anchor and made sail. At 4 P. M., not having sufficient wind to stem the ebb, let go a kedge. At 5 P. M. the wind shifted to the east; up kedge and anchored in 5 fathoms. *Columbia* in company. Mar. 30—Light breeze from the east, with rain. At 1 P. M. a breeze sprung up from the W. N. W.; up anchor and made all sail up the river. At 2 P. M. wind fell light, and, not being able to stem the ebb, let go a kedge. At 6:30 wind shifted to the east; up kedge and let go small bower in 5 fathoms. *Columbia* in company. Thick and foggy with rain. Mar. 31—Wind east, with rain. Friday, April 1—Wind E. S. E., with heavy rain. April 2—At 11 A. M. got under weigh with a light breeze from N. W. At 12 let go a kedge. At 12:30, up kedge; light breeze from S. W. with heavy rain; sent boats ahead to assist. Five P. M., flood being done, anchored in 9 fathoms abreast of Gull Island. April 3—Wind variable from the east, with rain. At 3 P. M. weighed with the wind from the N. W. and made all possible sail up the river. At 5 P. M., wind failing, let go the starboard bower in 7 fathoms, 2 miles below Walker's Island. At 4 P. M. observed the *Columbia* aground and sent a boat to assist. April 4—Wind east and cloudy. Loosed sails to-day. At noon boat returned from the *Columbia*, who had hove off at 4 A. M. April 5—Light, variable airs from the east with passing showers. People employed cleaning out forehold. *Columbia* in company. April 6—Light breeze from the west. At 9:30 P. M. weighed and made all possible sail up the river. At 10:30, breeze being too light to stem the current, anchored in 8 fathoms. April 7—At 5:30 A. M. weighed and towed up with the flood. At 6:30, flood being done, anchored in 5 fathoms. At 4:30 P. M. weighed with a light breeze from the west and made all sail up the river. 6:30 P. M., wind falling; anchored in 5 fathoms. April 8—At 5:30 A. M. weighed and towed up with the flood. At 6:30 a light breeze from the west; made all sail and up boats. At 10:30, not being able to stem the current, let go a kedge. At 11:30, up kedge and let go the bower in 9 fathoms. At 2:30 got under weigh with a breeze from the south. At 4:30 let go the starboard hower. At 5:30 P. M. weighed again, and made all possible sail. At 6:30, wind failing, anchored in 4½ fathoms. April 9—Wind S. E., with rain. At 9 observed the *Broughton* (cutter) coming down the river. At 10:30 she anchored abreast of us. At 1:30 P. M. weighed and made all sail with the wind from the west. At 5 P. M. wind fell light; let go a kedge. At 6:30, up kedge and let go hower one mile below Coffin Rock. April 10—At 4:30 P. M. weighed with a light breeze from the west. At 6:30 rounded Parting Point; fired two guns. At 7:30 came to, abreast of Ft. Vancouver, in 9 fathoms. Found lying there the Honorable H. B. schooner *Cadboro*. *Columbia* still in company." Next entries are regarding the work of fitting her as a steamer: "Monday, May 16—Variable winds and fine weather. Carpenters shipping the paddle-wheels. At 4 P. M. the engineers got the steam up and tried the engines and found to answer very well. Sailed—The schooner *Cadboro*. Tuesday, May 17—At daylight unmoored ship and got the steam up. At 3:30 weighed and ran down abreast of the lower plain for firewood. At noon lashed alongside the *Columbia*. At 1:30 took the *Columbia* in tow up to the sawmill. At 6 returned and anchored off Fort Vancouver in 5 fathoms. Received the 9-lb. long gun from the *Columbia*. May 23—At daylight engineers employed getting up steam. At 9 weighed anchor and ran down with steam to the lower plain to take on firewood. At 2 P. M. returned to the fort and received a party of gentlemen on board and ran up to the sawmill and back to the lower part of Menzies Island. At 7 anchored off the fort and found the engines to act very well. May 31—At 9:30 a party of ladies and gentlemen from the fort came on board. At 9:45 weighed anchor and ran down the river under steam and entered the upper branch of the Wilhammet; ran under half power until we cleared the lower branch at 3:50, and ran up towards Vancouver. At 5 came to anchor and moored in our old berth. At 8 called all hands to 'splice the main brace.' June 5—Our draft of water with boilers empty is 8 ft. 5 forward and 8 ft. 6 aft. June 9—*Columbia* sailed for the Sandwich Islands. Engineers painting the engines, crew whitewashing the funnel. June 11—At 12:30, the steam being up, hove short and received on board a party of ladies and gentlemen and weighed and ran down the river and entered the lower branch of the Wilhammet. At 7:15 cleared the upper branch and ran up towards Vancouver and anchored in our old berth. June 19—At 11:30 weighed and ran down with fresh breezes. At 8:30 P. M. anchored near Pillar Rock. Received aboard Duncan Finlayson, Esq., chief factor. June 19—At 5 A. M. weighed and ran down the river. At 6:30 very hazy, and, not being able to see the channel, anchored opposite Gray's Bay village. At 7:45 weighed, and at 8:45 grounded on the east sand in Tongue Point channel. Endeavored to back her off, but the tide ebbing very fast found it impossible, ran a kedge out and waited for the flood. At 3 P. M., with the assistance of a boat's crew from the *Columbia*, we hove off and ran through the channel. At 4:30 anchored off Ft. George; found the *Columbia* lying here. June 21—At 1:30 weighed and ran down the river. At 4:30 anchored in Baker's Bay in company with the *Columbia*; found the engines to work extremely well. Draught of water 9 6 forward, 10-6 aft. Laid in the bay until 26th getting wood, etc., and waiting for the swell to subside. June 26—At 1 P. M. weighed anchor and ran towards the bar. At 2 crossed the bar, the least water being quarter less four. At 2:30 Cape Disappointment bore N. E. by E., at 5:15 E. by S. ½ S. At 11 P. M. the planking in the deck cabins began giving way in a cross sea, carpenter securing them. June 27—The after part of the starboard paddle-box carried away. At daylight saw the high land to the N. of Nootka Sound. June 28—Running along the land. At daylight saw Scot's Island on the starboard bow. June 29—Finding that we had not enough fuel to carry us to Millbank fort, stopped the steam and made sail to the topsail and unshipped five paddle-blades on each side to avoid holding so much water, afterwards shipped the paddle blades, made steam, and entered Millbank Sound, anchoring at 11 in 10 fathoms. June 30—At 4, after taking on a supply of wood, weighed and ran up the Sound, anchored at 6:30 opposite Millbank fort, saluted the fort with seven guns, which were returned. Arrived at Port Simpson, being 6 days going up, owing to frequent stops for wood. July 14—Arrived at Tungase and found there the Russian Fur Company's brig *Chitsekoff*."

When the *Beaver* made her first excursion trip from Vancouver she carried among other passengers the pioneer, Rev. Samuel Parker, who in his reminiscences states that the party aboard the steamer indulged in "a train of perspective reflections upon the probable changes that would take place in these remote regions in a very few years."

The *Beaver's* crew on leaving Vancouver was as follows: D. Home, commander; C. Dodd, first mate; A. Lattie, second mate; P. Arthur, T. Donald, engineers; William Lackey, boatswain; H. T. Barrett, carpenter; William Burns, cook; William Wilson, William Phillips, George Gordon, George Holland, James Dick, James McIntyre, seamen; John McLean, Farquhar McDonald, and two Kanakas, stokers; Murdock McLeod, Louis Tademier, Tyneas Tozier, A. Martell, Joseph Martelle, Joseph Michael, Hugh Connick, and six Kanakas and Indians, woodcutters. She went into service without delay, running up and down the coast, in and out of every bay, river and inlet between Puget Sound and Alaska, collecting furs and carrying goods for the company's posts. At this time nearly all of the far Northwest was under lease to the Hudson's Bay Company from Russia, and every year the *Beaver* went up to Alaska with a cargo of produce, goods, etc., with which to pay the rent. She occasionally towed a Russian vessel on these trips, the pay for which was duly credited on her account. For many years after her arrival on the Sound, she made frequent voyages to the American side of the line, and on one of these, in 1851, in command of Captain Steward, the steamer was seized for an alleged infraction of the laws and sent to Olympia. While lying there Steward put the man in charge ashore, and steamed away for the British side. Captain Sabiston, the veteran British Columbia pilot, was mate on the vessel at the time. Nothing further was done about the matter, and amicable relations between the Company and the United States evidently suffered but a slight shock; for in her log-book under date of November 26, 1856, appears the following note: "Mr. Lewis the mate, left the vessel per order of Premier Douglas to go on board the United States S. S. *Massachusetts* to pilot her up to Sangster's Island."

In 1860 the *Beaver* was extensively overhauled and fitted with staterooms, and ran between Victoria and New Westminster. A few years later she passed into the hands of the Imperial Hydrographers, under charter from





























and *Victoria* fleet, the brigs *Agate*, Captain Johnson; *Alert*, Captain Hall; *Alonzo*, Captain Demies; *Dan*, Captain Ledne, hailing from Milwaukie; *Dracut*, Captain Cottier, in the lumber trade from the Columbia; *Dudley*, Captain Staples; *Hodgden*, Captain Farnum; *Josephine*, Captain Collins; *I. W. Havener*, Captain Bagl; *Nonpareil*, Captain Brewes; *Potomac*, Captain Slocum; *Sophia*, Captain Collons; *Tigress*, Captain Dewing; and *Vandalia*, Captain Beard. Engaged chiefly in the oyster trade were the schooners *Kalama*, Captain Folso; *J. M. Ryerson*, Captain Badger; *Maryland*, Captain Davis; *Sophia*, Captains West and Collins; the schooner *Quadratus*, Captain Given, carrying coal to St. Helens for the Pacific Mail Company. The barks *Louisiana*, Captain A. Williams; *Alabama*, Captain Falkenberg; *Burham*, Captain Marshall; *Ocean Bird*, Captain Powless; and the brig *S. R. Jackson*, Captain Simpson, were also on this route.

The schooner *Spray*, Captain Hall, arrived in the Columbia, taking the first cargo of lumber sent to Australia from the Northwest. The schooner *Eudorus*, Captain Seaman, also loaded lumber at Moore's Mill and the *Lewis and Clarke*, the schooner *Harriet* at Hunt's Mills, Cathlamet, and the bark *Success*, then in command of Captain Coupe, left Shoalwater Bay laden with piles. The bark *Josephine* arrived at Victoria from Honolulu with a cargo for the Hudson's Bay Company, and the ship *Norman Morrison* returned from England with two hundred colonists. The Nanaimo coal mines, which had shipped a sample of coal to San Francisco in the *Recovery* the preceding year, now sent over two thousand tons to that port, the ship *William* taking the first entire cargo. The cost was \$11 per ton at Nanaimo and \$28 in San Francisco. The barks *American*⁴⁰ and *Culloma*, and the ship *Robert Burton*, arrived from New York with freight and passengers for Portland, Vancouver and Astoria.



COLUMBIA BAR PILOT SCHOONER "CALIFORNIA," 1853

Previous to and even after the arrival of the steamer *Fairy* on the Sound, the passenger and mail service between Olympia, Victoria and Bellingham Bay was performed by the sloop *Sarah Stone*, plying regularly in command of Capt. Thomas Slater, who, with Henry Webber,⁴¹ had the mail contract. An important arrival on the Sound was that of the schooner *L. P. Foster*, 154 days from Boston, in charge of Capt. J. P. Keller. She arrived September 5th, bringing machinery for the first mill at Port Gamble. On board were the Captain's wife and daughter, the first white women to land at that point. The *Foster* loaded piles and went back to San Francisco commanded by Captain Talbot, who subsequently returned with the schooner *Julius Prindle*, Cyrus Walker coming up with him. The schooners *Cynosure* and *William Allan*, Capt. Franklin Tucker, were granted register in the Puget Sound district. The former belonged to Enoch Fowler, master, Gilbert

Wilson and William Talbot and was launched at Portland, Me., in 1845. The *William Allan* was owned by William Allan of Bellingham Bay and was built at Scituate, Mass., in 1836.

At the mouth of the Columbia the pilot schooner *Mary Taylor* was succeeded by the schooner *California*;⁴² and in the latter part of this year the brig *Hope* broke all previous and subsequent records for long passages between San Francisco and the Umpqua, being out sixty-two days. The year 1853 proved disastrous, especially at the mouth of the Columbia, where the *Vandalia* was wrecked, January 9th, and the barks *Mindora* and *I. Merrithew* perished three days later, followed by the bark *Oriole* in September.

⁴⁰ The bark *American*, which came out this year consigned to Leonard & Green, was built in Haddam, Conn., in 1845. Her dimensions were: length, ninety-eight feet; beam, twenty-six feet; depth, eleven feet. After discharging her inward cargo she loaded lumber at the Oak Point mills, continuing in that trade for several months. She came out in command of Capt. Leonard Kirby, who was succeeded by John Wigginton.

⁴¹ Capt. Henry Webber, of the pioneer sloop *Sarah Stone*, was born in Maine in 1824, coming to the Pacific Coast in 1850. He commenced his marine career in the Northwest on sailing vessels plying between Olympia, Victoria, and Bellingham Bay points. He was sailing master all through the Indian war on the noted schooner *H. C. Page*, which he ran after he left the *Sarah Stone*. He retired from marine pursuits several years ago and was accidentally killed at Port Townsend in 1894.

⁴² The schooner *California*, perhaps the best known of all the pilot boats that appeared at the mouth of the Columbia, was placed on the bar in the spring of 1853. She was built at Stonington, Conn., in 1848, and was about eighty tons register, sixty-four feet in length, nineteen feet four inches beam, and seven feet ten inches hold. Her first master was Capt. George Flavel, and the enrollment at the Astoria custom-house credits him with three-fourths ownership and Alfred Crosby with one-fourth. Conrad Boelling afterward appeared as an owner, and in 1854 Captain Hustler held a quarter interest, which he disposed of in 1856 to A. C. Farnsworth. Hustler and Crosby were again in proprietorship of the vessel in 1868, when her last license was granted. All of the original pilots on the schooner have made their last port, but there are still a few living who were connected with her in the fifties. Among them may be mentioned A. J. Belmont, who was also one of the owners of the *Rabboni*, the first bar tug on the Columbia. For the last twenty years he has been in the employ of the Oregon Steam Navigation Company and its successors. N. C. Kofoed of Ilwaco was one of her crew, holding the position of boatkeeper for several years, as did also, for a short time, P. E. Ferchen, the well known river pilot.









CHAPTER IV.

ARRIVAL OF STEAMER "TRAVELER" ON PUGET SOUND—LOSS OF THE "MAJOR TOMPKINS"—PUGET SOUND STEAMERS "WATER LILY" AND "DANIEL WEBSTER"—THE PIONEER STEAMSHIP "CALIFORNIA"—STEAMSHIP "AMERICA"—THE "JAMES CLINTON" REACHES EUGENE CITY ON THE WILLAMETTE—INDIAN TROUBLES ON THE COLUMBIA AND PUGET SOUND—THE STEAMSHIP "OREGON"—SCHOONER "CALAMET"—WRECK OF THE "DESDEMONA"—ARRIVAL OF STEAMER "CONSTITUTION"—STEAMER "SEA BIRD"—STEAMBOATS "SURPRISE" AND "ELK"—STEAMERS "HASSALO" AND "MOUNTAIN BUCK"—STEAMER "VANCOUVER"—A TUALITIN RIVER STEAMBOAT—OREGON'S FIRST BAR TUG, THE "FEARLESS"—THE BARKENTINE "JANE A. FALKENBERG"—STEAMER "PORTLAND" SWEEP OVER OREGON CITY FALLS—BOILER EXPLOSIONS ON STEAMERS "FAIRY" AND "WASHINGTON"—RUSH TO THE FRASER RIVER GOLD MINES—BUILDING OF STEAMERS "ELIZA ANDERSON" AND "JULIA"—LOSS OF THE STEAMER "TRAVELER"—THE "VENTURE," THE FIRST STEAMER TO SHOOT THE CASCADES—THE NOVEL TRIP OF THE "MARIA" FROM SAN FRANCISCO TO PUGET SOUND.



NAVIGATION by American steam vessels on Puget Sound met with a setback in 1855, which left the residents of this far-off corner of the United States without a steamer for their local trade, the *Major Tompkins* having been wrecked early in the year while entering Victoria harbor. The field was vacant, however, but a short time. Capt. J. G. Parker purchased the iron propeller *Traveler* in San Francisco, and, after removing the machinery, loaded her on the brig *J. B. Brown* and took her to the Sound. She was launched at Port Gamble, after being rebuilt, and was placed on the mail route between Olympia, Steilacoom and Seattle, making occasional trips to Victoria and Port Townsend. The *Traveler* will live in marine history as the first steamer that navigated the waters of the Duwamish, White, Snohomish and Nootsack rivers. She was built in Philadelphia in the early fifties, brought round the Horn in

sections, and put together in San Francisco by Charles Peters, who sold her to Edward H. Parker, who in turn disposed of his interests to J. G. Parker. After taking the steamer to the Sound, Parker ran her until the close of the Indian war in 1857, when his engineer, William N. Horton,¹ bought the vessel, and chartered her to the Indian Department, but continued in charge until March, 1858, when she was wrecked off Foulweather Bluff,

¹ Capt. J. G. Parker is probably the oldest living master and pilot of steam vessels who has navigated Puget Sound and its tributaries from Olympia to the sea. He was born in Kingston, Canada, in 1829. At that time his father, Capt. J. G. Parker, Sr., was a steamboat owner and master, and with his brother Reuben A. had built the pioneer steamers *Kingston* and *Toronto*. They plied on Lake Ontario between Sackett's Harbor, Kingston, Toronto and Hamilton, the *Toronto* lasting over forty years. The Parker family removed to Rochester, N. Y., and the subject of our sketch resided alternately in Rochester, Buffalo and Detroit, leaving the latter place in 1851 for California. He came out as messenger for Gregory & Company's Express on the steamship *Illinois*, Captain Hartstein, from New York to Chagres, and crossed the Isthmus of Panama when the mule trails were in the worst possible condition, proceeding to San Francisco on the old sidewheel steamship *California*, Captain Budd. In the spring of 1853 he sailed on the steamer *J. C. Fremont* for Portland, from there going up the Cowlitz River with an officer of the Hudson's Bay Company in an Indian canoe, and thence overland to Olympia, where he engaged in the general merchandise and express business, and constructed the schooner *Emily F. Parker*, trading with her on the sound between Olympia, then a very small settlement, and Fraser River. In 1855 and 1856 he was master and part owner of the iron screw steamer *Traveler*, at that time the only American steamer on Puget Sound. Since then Captain Parker has officiated as master, pilot or purser on the pioneer steamers *Alida*, *Isabel*, *North Pacific*, *Messenger* and *Daisy*. He sold out his steamboat interests in 1887 to his sons Gilmore and Herbert, skillful masters and pilots on Puget Sound and its tributaries.

² William N. Horton was born in New York in 1831. He became an engineer on the Mississippi steamers, running to New Orleans, and in 1849 joined the rush of gold seekers to California. In 1852 he removed to Oregon, where he was engaged as engineer on the pioneer steamers *Lot Whitcomb* and *Fashion*. In 1855 he went to San Francisco with Capt. J. G. Parker, returning with him to the Sound on the propeller *Traveler*, on which he was employed for a number of years, finally purchasing the vessel. After the loss of the *Traveler* he was employed on the steamers *New World*, *Eliza Anderson*, *Wilson G. Hunt*, and various others. He died at Olympia, March 18, 1887.



CAPT. J. G. PARKER

He sold out his steamboat interests in 1887 to





regular trips. Portland had by this time developed into so much of a city that, in November, Capt. James B. Stephens and a man named Frush established a horse ferry, running to the east side of the river. At Portland, Terrence Quinn built a small schooner called the *Calamet*,¹⁵ which was placed in the Yaquina trade in command of Capt. John Harlow.

The Indian troubles on the Columbia River and Puget Sound rendered the presence of an increased number of troops a necessity, and the ocean steamships and river steamers were busy transporting them from one part of the country to the other. Steilacoom was the headquarters for the Sound, and the *Republic* and *California* made several trips to this point on Government business. Governor Douglas of Victoria kindly placed the steamship *Beaver* at the disposal of the American authorities, and she was under orders from the Governor of Washington Territory until the excitement abated. The bark *Brontes* was loading piles at Seattle when the Indians made a savage attack on the citizens of that place, and she was obliged to suspend operations to afford shelter to the terror-stricken people and their effects, which they dared not leave on shore. On the middle Columbia, steamboating was a hazardous business for a few weeks. Swarms of hostile savages along the river fired on the passing steamers, making life decidedly unpleasant for those on board. The *Mary*, in command of Capt. Dan Baughman, met with the warmest reception at the hands of the redskins, and it was by the merest chance that she escaped falling into their hands (see steamer *Mary*, 1854). While the skirmish was in progress at the Cascades, the steamer *Jennie Clark* made the run from that point to Portland in four hours and forty-five minutes, a speed which was considered remarkable at that period. The United States fleet attracted to the Sound by the Indian war included the revenue cutter *Jeff Davis*, the steamers *John Hancock*, *Massachusetts* and *Active*, and the sloop-of-war *Decatur*, the latter vessel taking the more prominent part in the battles between the Indians and the whites. The *Decatur* was officered as follows: J. S. Sterret, commander; T. G. Dalles, master; E. Middleton, A. K. Hughes, A. J. Drake, T. S. Phelps, lieutenants; J. J. Jones, purser.

In the coasting trade nearly all of the old-timers and a few new sailing vessels were engaged. Running to the Columbia River were the barks *Chas. Devens*, Haley, master; *Nahumkeag*, Williams; *Emily Minor*,¹⁶ Staples; *Sam Merritt*,¹⁷ Gove; *Iwanowna*, Dryden; *Ocean Bird*, Wiggins; *Metropolis*, Preston; *New World*, Libby; *Desdemona*, Slocum; brigs *Haleyon*, Captain Flavel; *Susan Abigal*, Stannard; *Francisco*, Smith; *Colorado*, Smith; *Curacoa*, Davenport; schooners *Matthew Vassar*, Dodge; *J. R. Whiting*, Blair; *Quadratus*, Henderson. In the Sound lumber traffic was a large fleet of coasters, Keller's Mills alone furnishing fifty-two cargoes, and several vessels loaded for foreign ports. Among the fleet thus engaged were the following well-known vessels and masters: Barks *Ork*,¹⁸ Oakes, master; *Jenny Ford*, Sargent; *Madonna*, Boyce; *Carib*, Rand; *America*, Sparrow; *Filla Francis*, Mitchell; brigs *Glencoe*, Carleton; *George Emory*, Trask; *Consort*, Bailey; *Swiss Boy*, Knipe; *Merchantman*, Pray; *Cyrus*, Smith; *Willimantic*, Boyling; schooners *San Diego*, Crofton; and *L. P. Foster*, Johnson. Coal formed the principal freight from Coos Bay, and was sold for \$16 per ton in San Francisco. The brigs *Fawn*, Bunker, master; *S. R. Jackson*, Simmons; *J. B. Brown*, Higgins; and the bark *Chase*, Captain Harris, were in this trade; and the schooners *Palestine*, Redfield, master, and *Umpqua*, Jones, master, were running to the Umpqua. In the oyster business between Shoalwater Bay and San Francisco were the schooners *Equity*,¹⁹ Morgan, master; *Fanny Piper*, Allen; *Maryland*, Bushman; and *Pontiac*, Lemman. Among the numerous foreign vessels coming to the Sound for cargoes was the Dutch ship *Williamsburg*, which loaded spars for the French Navy. The cargo was secured at McDonough's Island, opposite Penn's Cove, and included one hundred spars from 80 to 120 feet in length, and measuring from thirty inches to forty-three inches in diameter. A local

the company's steamers on the upper river. For a period of five years he was agent for the Oregon Steam Navigation Company at Lewiston, and for one year was in charge of its affairs at Lake Pen d'Oreille. He retired from the river several years ago, but his name will always be associated with the golden days of steamboating on the Columbia, before railroads revolutionized men and methods.

¹⁵ The schooner *Calamet*, built in East Portland in 1856, was a small vessel of about 35 tons burden, and is credited with having been the first vessel to enter Yaquina Bay. She was owned by Capt. John Harlow, her first master, J. C. Ainsworth, George Abernethy, and B. Jennings. The initial trip was successful, but on her return she was put in command of Captain Tichnor, who made a trip to the Siletz, where she went ashore and was abandoned. The schooner was afterward righted, taken to Portland in the spring of 1857, repaired, and sold to Alexander Dodge, Henry Fuller, Charles P. Stewart, James O'Neill, and John A. Hayward, who became master. In October she drifted ashore at Yaquina, and, after vainly trying to pull her into deep water, Capt. Thomas Mountain was given charge. He placed rollers under the vessel and wheeled and rolled her 2,100 yards to the Yaquina River, where she was launched November 29th, and sailed for the Columbia, December 2d. She anchored in Baker's Bay leaking so badly that the pilot boat *California* went alongside to pump her out. On arrival at Portland the schooner was bought by Capt. Alexander Dodge and operated in the Shoalwater Bay trade, occasionally going to Gray's Harbor. While coming from the bay in 1860 the *Calamet* was lost at sea, and no trace was ever discovered of vessel or crew.

¹⁶ The bark *Emily Minor* was built in New London, Conn., in 1848, was 109 feet long, 27 feet beam and 13 feet hold, and registered 363 tons. Capt. George W. Staples, who was in command, was afterward master on steamers running north from San Francisco. He met with a tragic death in Portland during the war, being shot by a gambler named Fred Patterson.

¹⁷ The bark *Sam Merritt* was for many years a regular visitor to the Columbia River and to Puget Sound ports. After Gove left her she was commanded by Williams and Wiggins and continued running until 1866, when the steamers drove her from the coasting service, and she was sold to enter the Honolulu trade.

¹⁸ The bark *Ork*, which had been running to the Northwest since 1850, was a very fast sailer and made some rattling passages between San Francisco and Puget Sound ports. She came out from New York in 1850 with a cargo of flour, making the run in 120 days in command of Captain Hutchins. She was afterward in charge of Capt. A. Y. Trask, Captains Lamb, Frank, Oakes and others.

¹⁹ The schooner *Equity* was a venerable craft when her new owners bought her. She was built at Brockhaven, N. Y., in 1835. Her dimensions were: length, 67 feet; beam, 21 feet; depth, 7 feet; tonnage, 89. After coming out from the East she ran north from San Francisco until 1856, when she was sold to J. L. Morgan, her master, Mark Winant, Richard J. Willard, and Samuel Winant, all residing at Shoalwater Bay.





the boat under control; but the steam had run down, and she could make no headway against the current. Capt. George Pease was standing near, and, realizing the danger, threw out lines and called to the men to jump overboard and seize them. The fireman, Peter Anderson, heeded the warning and was hauled in safely by Captain Pease. Captain Jamieson, and Bell, the deckhand, hesitated for a moment, finally jumped too late and were speedily swept to their death. The boat went over the falls, and when it settled below the rapids the house and upper works floated off and went on down the river, coming ashore at Portland comparatively uninjured. This proved that, if Jamieson and Bell had remained with it, their lives might have been saved. The pilot house was picked up by a steamer near the mouth of the Willamette.

Two explosions took place in 1857, and the steamers in both cases were pioneers in their respective localities. The *Fairy*, owned by A. B. Rabbeson of Olympia, the first American steamer on Puget Sound, exploded her boiler October 22d, just as she was leaving the wharf at Steilacoom for Olympia, slightly injuring every one on board except the engineer, and seriously scalding Mrs. F. Kennedy, a passenger. The hull sank at the wharf immediately after the explosion, but on searching for it a few days later no trace could be found. It was discovered a week afterward floating fifteen miles above Steilacoom, but the machinery had disappeared. The *Washington*, which was the first steamer on the Umpqua and one of the first on the Willamette River, suffered an explosion near Scottsburg, December 12th, in which five persons were scalded and injured and the steamer totally wrecked. The steamer had been running between Umpqua and Scottsburg for a long time and was supposed to be in good condition. As in the case of the *Fairy* and a long list of catastrophes of this nature that occurred in after years, no apparent cause for the disaster could be discovered. The brig *J. B. Brown*, a well known coaster, came to grief at the mouth of the Noyo River, October 30th. While lying in an open roadstead she parted her chain and drifted into the breakers, becoming a complete loss. Captain Miller was in command and with his crew escaped in safety.



CAPT. GEORGE W. BOYD

The entire Northwest, and especially British Columbia and Washington, was the scene of a veritable boom in 1858. A wild rush of gold-seekers came thronging up from the lower coast, and in fact from all over the world. News of the marvelous richness of the Fraser River gold mines spread rapidly, and there was a repetition of the '49 excitement in California on a somewhat smaller scale. Naturally enough the lucky ones of this big crowd included but a small percentage of the total number arriving, and the disappointed majority drifted into other pursuits,—farming, lumbering, trading, fishing, etc.,—all of which necessarily gave an impetus to the marine business that it had never enjoyed before; and, while the growth afterward was nothing like the phenomenal business wave that struck the transportation companies early in 1858, that year probably more than any other will be remembered as the beginning of a period of development that was never checked. The mushroom towns that sprang up in a week could not all survive, however, and a few faded as rapidly as they had blossomed, but the people were now here, and the work of making the new Northwest a rich and prosperous

commonwealth began in dead earnest. Whatcom and Victoria were the ports that profited most from the Fraser River excitement, but, while Victoria never lost the prestige gained, Whatcom settled back into a state of lethargy from which she was not aroused for twenty-five years. The ocean steamships, many of which had reached the Coast barely in time to witness the abatement of the California gold fever, had been unprofitably employed most of the time, and now made up for lost opportunities, paying better than the gold mines so industriously sought. It was no longer a question of rates, but instead a matter of supplying steamers enough to handle the crowds that were rushing northward.

The sailing vessels did not overlook this harvest, and many well known coasters, with hastily improvised passenger accommodations, brought up goodly numbers of gold-seekers. The brig *Merchantman*, Capt. George W. Boyd,²¹ was one of the first of the sailing fleet to engage in this trade, and left San Francisco on her first trip with two hundred passengers. A good idea of the large traffic produced by the unparalleled migration is

²¹ Capt. George W. Boyd was born in Maine in 1823. He entered the service on the Atlantic Coast while yet a boy, and was shipwrecked on Cape Cod in the schooner *Robert Rakes* at the age of thirteen. After reaching the position of master, and sailing vessels to the West Indies and all parts of Europe and the Mediterranean, he came to the Pacific in 1858, taking charge of the *Merchantman*. He remained with her three years, and then went to the ship *Coquimbo*, which he handled for seven years. His next vessel in Meiggs' employ was the *Oxmya*, which he commanded during one season. Then he had charge of the *Wildwood* for two years in the China trade, going from her to the *Vidette*. He was master of this vessel for six years, most of the time engaged in the lumber trade to South America. On leaving the *Vidette* he entered the employ of Renton, Holmes & Co., and sailed the ship *Otago* for seven years to China and Mexico. He then made one voyage in the *John A. Briggs*, which he left to take charge of the *General Fairchild*, in which he was a part owner, and which he operated for six years in the coal trade between British Columbia and California ports. He also owned an interest in the ship *Wachussett*, which he ran for a year after leaving the *Fairchild*, and then retired from active service, still retaining his interest in the ships *General Fairchild*, *Wachussett* and *Rufus E. Wood*, all

obtained from the passenger clearances from San Francisco for Victoria and Fraser River points. The following list gives the name of the vessels and the number of passengers carried by each between April 15 and August



CAPT. DANIEL FARLEY

7, 1858. It also shows, in a striking manner, the rise and fall of the Fraser boom. In April the steamship *Commodore* carried 300 passengers, the schooner *Golden State* 15, and the steamer *Constitution* 140, total 455. In May the steamship *Panama*³² carried 568, the *Commodore* 194, and the *Pacific*³³ 500, total 1,262. In June the steamships *Republic* carried 953, *Commodore* 900, *Panama* 1,070, *Cortez*³⁴ 894, *Santa Cruz*³⁵ 208, *Oregon* 618, *Sierra Nevada*³⁶ 900, *Pacific* 400; schooners *Giulietta* 85, *Kossuth* 8, *Emma* 35, *Pilgrim* 11; barks *California* 1, *Goldhunter* 132, *Adelaide* 100, *Live Yankee* 210, *D. M. Hall* 105, *R. Passenger* 250, *Ann Perry* 100; the ship *William* took 150 and the brig *F. Adams* also took 19, a total of twenty-four vessels, carrying 7,149 passengers. In July the vessels carrying passengers were: steamships *Orizaba* 786, *Cortez* 614, *Santa Cruz* 800, *Oregon* 745, *Brother Jonathan* 350, *Sierra Nevada* 900, *Pacific* 460, *Panama* 128; schooners *Ortolan*³⁷ 4, *Alert* 86, *Frances Helen* 13, *Golden State* 25, *Jeanette* 2, *Simon F. Blunt* 32, *Giulietta* 10, *Page* 6, *Pontiac* 1, *Queen of the Isles* 12, *Rosalithia*³⁸ 1, *Reporter* 1, *Long Island* 5, *Susan Abigail* 4; brigs *Curacoa* 40, *Persevere* 80, *Ellen H. Wood* 8, *Quaddy Belle*

well known colliers running between British Columbia and Puget Sound coal ports and California. In his long career on the Coast Captain Boyd has met with uniformly good luck, never having had a serious accident happen to a ship in his charge. He is at present living in San Francisco, enjoying the fruits of his many years on the water.

³²The steamship *Panama* was one of the original three steamers built for the Pacific Coast trade after the discovery of gold had been announced in the East, the *California* and the *Oregon* preceding her. While running on the northern routes in the Pacific Mail lines, she was commanded by the Dalls, Watson, Wakeman, Whiting, Johnson and French. When the Pacific Mail turned its northern routes over to Ben Holladay, the *Panama* was continued on this line until 1868, when she was sold to the Mexican Government, who fitted her up as a revenue and transport steamer and ran her on the west coast of Mexico under the name of *Juarez*.

³³The *Pacific* was a small sidewheel steamship of 876 tons burden. She was built in New York in 1851, was two hundred and twenty-three feet long, thirty-three feet six inches beam, and seventeen feet hold. After coming out from the East she ran for a time on the Panama route, but with the decline of business was laid up for a while. On her arrival at Victoria in 1858 she was in charge of Capt. Robert Haley, with O. Van Duser, engineer. Haley was succeeded by Patterson, Burns, De Wolf, Metzger, Staples, Gage, Winsor, Stodhardt, Harrison, Sherwood, Sholl and Howell. In 1861, while in command of Staples *en route* from Portland to Astoria, she sank in the Columbia near Coffin Rock, July 18th. The steamer *Express* took the fire engine down from Portland, and after considerable trouble she was raised and pumped out. A few repairs were made and she again went into service, but was retired in 1872, only to be resurrected again in 1875, when the Cassiar mining excitement brought out every old packet that could float. She arrived at Victoria on her first trip April 10th, and a local paper, in commenting on her, said: "She has recently been rebuilt and is in excellent sea-going condition." Six months later she proved the untruthfulness of that statement by the most awful marine disaster that ever occurred on the Pacific Coast (see wreck of steamship *Pacific*, 1875).

³⁴The steamship *Cortez* was built in New York to run in the Independent Line with the steamer *Winfield Scott*. She was of about 800 tons burden, length two hundred and twenty-five feet, with thirty-two and a half feet beam, and twenty-four feet depth of hold. She reached San Francisco on her first trip from Panama, October 7, 1852. With the decline of business on the Panama route she was sent on occasional voyages North. She arrived at Vancouver, Wash., on her first trip October 13, 1858, in command of Capt. T. H. Huntington, and continued running to the North, in charge of Huntington and Capt. C. C. Dall, until 1862. She was turned over with the rest of the fleet to Holladay & Flint when they entered the steamship business in 1861, and was sold by them to parties who sent her to China. She was subsequently destroyed by fire at Shanghai.

³⁵The steamship *Santa Cruz*, which was placed on the northern route, in command of Fauntleroy and Staples, as an independent steamer, running *via* Crescent City, was of a later date than the *Oregon* and *Panama*, but was about as slow as the others. In 1861 she was loaned to the United States Government for a few months and fitted out as a revenue cutter, sailing under the name *General Sumner*. When she left the Government service she was bought by San Francisco parties for \$40,000 and taken to China, where she was sold for \$81,000.

³⁶The steamship *Sierra Nevada* was built in New York in 1851 by Charles Morgan, who intended her for the Texas trade. She was afterward sold to Commodore Garrison, and made three trips to Chagres, then sailing from New York for San Francisco, December 12, 1852, in command of Capt. J. D. Wilson, who died at Panama and was succeeded by Captain Tanner, who completed the voyage. Her first work on arrival was on the San Juan route, in charge of Captain Blethen. She was one of the fastest of the old line of steamships, and, while she might be considered a slow packet to-day, in 1862 she made a record from San Francisco to Portland of 72 hours, which was not beaten for several years. The steamer first came to Portland in charge of Dall, who was succeeded by Wakeman, Conner, Johnston, Williams, Huntingdon, Fauntleroy, and others, of whom Conner was longest in command. During his time the old steamer carried 500 and 600 passengers per trip. When Holladay started the California, Oregon & Mexican Steamship Company the *Sierra Nevada* was one of its best steamers. She made her last voyage to the North about 1868, and the following year was placed on one of the southern routes out of San Francisco, and within a short time afterward struck a reef off Pedro Blanco and became a total wreck.

³⁷With the *Ortolan*, as mate, was Daniel E. Farley, who, at the present writing, has spent over fifty years of his life in active service on the Pacific Coast. He was born in New York in 1833, and when nine years old rounded the Horn as cabin boy on the whaling ship *Alciopé*, serving with her in the North until 1846, when she put into San Diego and he joined the whaler *Illinois*, on which he returned to Sag Harbor in 1850, coming out again in the schooner *Robert Bruce*, in which his uncle was part owner. The *Bruce* arrived at San Francisco, October 12, 1850, ran for two years between the Bay City and the Sandwich Islands and was then sold to the Shoalwater Bay Oyster Company. On the first trip in their service the steward poisoned the captain and set fire to the vessel at Bruceport. On leaving the *Bruce* Captain Farley obtained a position on the schooner *Edward L. Frost*, sailing to Honolulu for two years. He then went whaling as boatsteerer on the *Harriet Thompson*, and on his return worked in the pilot service on San Francisco bar for a year, when he resigned and followed the coasting trade until 1858. He left the *Ortolan* to go to the mines, but, with other disappointed gold-seekers, returned to San Francisco in the fall and soon found a berth as master of the schooner *S. D. Bailey*, which he handled until 1868, at which time he secured an interest in the *Fannie Gilmore*, credited with the fastest schooner trip ever made from Boston to San Francisco, coming out in one hundred and seven days. He ran the *Fannie Gilmore* until along in the eighties, when he took the schooner *Fannie Dulard*, running to Puget Sound, and remained with her until 1890, having been in charge when she picked up the only survivors from the lost *St. Stephen*. His next vessels were the schooners *Zampa* and *Orient*, which he sailed in the northern trade until about two years ago, when he was given command of the fireboat *Governor Markham* in San Francisco harbor.

³⁸The schooner *Rosalithia*, which the Tillamookers had built in 1857, commenced running this year, but proved a very unprofitable speculation. She was a neat little craft 66 feet long, 17 feet beam, 6 feet 6 inches hold, and was owned by Elbridge Trask, James and Nelson Higginbotham. She was loaded with provisions and farm produce and sent to San Francisco in command of a man named Harris to secure the balance of her equipment. Harris was a poor trader, and when the work was done he could not meet the bills. Accordingly the schooner was libeled and sold, and the owners lost both vessel and cargo.

10; barks *Lucy L. Hale* 186, *Nahumkeag* 60, *Jennie Ford* 45, *Ellen Thomas* 9, *Live Yankee* 190; ships *E. F. Willetts* 250, *Carribean* 350, *Leonidas* 150, *Manuel Moutt* 15, a total of thirty-seven vessels, carrying 6,278 passengers. In August up to the 7th, when the crowds began diminishing rapidly, the *Santa Cruz* took 30, the *Panama* 49, brig *Ellenita* 5, ship *Orade* 170, a total of 254 passengers. The greatest crowd leaving San Francisco on a single day was on July 3d, when the steamship *Santa Cruz*, schooner *Alert*, barks *Lucy L. Hale* and *Nahumkeag*, ships *E. F. Willetts* and *Carribean*, took 1,732 passengers. The second largest number sailed from the Bay City, July 10th, when the steamships *Sierra Nevada* and *Pacific*, schooners *Golden State*, *Jeanette*, *Simon F. Blunt* and *Giulietta*, and the brig *Curacao*, took away 1,409 passengers, and on June 24th the steamships *Commodore* and *Oregon*, and the bark *Ann Perry*, took 1,218 passengers.



OLIVER VAN DUSER

During the same period the following vessels cleared for Victoria and Fraser River points with cargoes only: bark *Mallory* in May, and in June the schooners *Osprey* and *Fanny Piper*, brig *Eolus*, and the sloop *Curlew*, followed her. Those sailing in July were: schooners *Lord Raglan*, *Cornelia Terry*, *Island Queen*, *Umpqua*, *Nevada*, *Elizabeth*, *Kate Adams*, *General Morgan*, *W. Hicks*, *Santiago*, *Ann Delgardno*, *Osceola*, *Black Prince* and *Alexander*, barks *Ocean Bird*, *Acadia*, *J. R. Mora*, *Brontes*¹⁰ and *American*, sloops *Leonidas*, *Hattie Porter*, *Olive*, brigs *Swiss Boy* and *J. S. Cabot*, steamer *Wilson G. Hunt*, tug *Martin White*, barge *Sacramento*, and ship *Frigate Bird*.

The *Columbia* was the regular Portland steamer, and hundreds who could not secure passage direct to the Sound went via Portland to the Cowlitz, thence overland to Olympia, where they took steamer or sailing vessel to the upper country. In the fall the *Columbia* made a few trips to the Sound, and was then withdrawn from the Portland route and ran for a short time to the Umpqua. While running to the Sound she made stops at Humboldt, Crescent City, Port Orford, Umpqua, Port Townsend, Steilacoom, Olympia, Teekalet, Port Ludlow and Neah Bay. Her last passage to Portland was made in August, and was her one hundred and fiftieth on that route. She also made several voyages to San Diego and Panama after she entered the northern service. The *Commodore* met with an accident early in the rush which prevented her from securing a share of the spoils. She left San Francisco overloaded, carrying, beside freight, about four hundred passengers, and within a few hours began leaking so badly that she had to put back for repairs. When she again appeared on the route it was under a new name and management, John T. Wright having sold the steamer to the California Steam Navigation Company, who called her the *Brother Jonathan*. At that time Wright also unloaded the steamer *Pacific* on the same company, who thus came into possession of a pair of worn-out hulks which were destined for a horrible fate. The very mention of their names causes a shudder of horror to those whose friends lie coffined within their rotten



PORTLAND, OR., IN 1858

timbers somewhere in the depths of the ocean. The strong incentive for risking such tender old craft in passenger traffic can be realized from the statement that John T. Wright refunded \$12,500 to the gold-seekers who had taken passage on the *Commodore* at the time she was obliged to return for repairs.

¹⁰ The bark *Brontes* was one of the best known lumber traders on the Coast for over a quarter of a century, and was always a profitable vessel. One of the best known captains in command was F. W. Gatter, at the present time a Puget Sound steamship pilot. She made her last trip to Honolulu in 1877, arriving there April 20th in a sinking condition owing to old age. She was condemned and sold, and the man who took her over "never came back."

The principal steamships on the northern routes in 1858 were commanded as follows: *Northerner*, C. C. Dall; *Oregon*, Patterson; *Pacific*, Haley; *Santa Cruz*, Fauntleroy; *Columbia*, W. L. Dall; *Panama*, Watson and Dall; *Cortez*, Huntington; *Commodore*, Staples; *Sierra Nevada*, Blethen. The *Republic*, *Orizaba* and *Stephens* were in charge of the captains of the regular steamers, which they temporarily replaced. Among the best known engineers running North in the Fraser River fleet were Oliver Van Duser,⁴¹ Elijah Mott, L. V. Hogeboom,⁴² and Edwin and Alonzo Cox.⁴³

While the mining excitement was at its height, nearly all of the steamships ran from San Francisco to Victoria and Bellingham Bay without stopping at intervening points, but as the crowds thinned out they again called at Astoria and Portland going and coming. Leonard & Green were the Portland representatives for the Pacific Mail Company, which was running a boat directly from San Francisco and one *via* Crescent City. The Merchants' Accommodation Line, as John T. Wright styled the steamers *Commodore* and *Pacific* before they were sold to the California Steam Navigation Company, also ran one steamer *via* Crescent City, and was represented at Portland by Allen & Lewis. Richards & McCracken were agents for the *Santa Cruz*, which started independently in the spring but soon withdrew. The first tugboat on the Sound arrived this year. She was called the *Resolute*,⁴⁴ and a short time afterward collided with the *Northerner* off Dickenson's Point, damaging the latter vessel to the extent of about



L. V. HOGEBOOM

\$5,000 and seriously injuring a soldier on board. Capt. J. M. Guindon was in command of the *Resolute* at this time and remained in charge during her entire career on the Sound, which ended in 1868 with a fearful boiler explosion. The *Otter* and the *Beaver* were still the mainstays of Victoria's home fleet, but in the fall the machinery arrived to equip the first steamboat built at that point. In the spring the *Constitution* and the *Sea Bird* were running between Steilacoom, Olympia, and other Sound ports, the former with Captain Gove and the latter with Francis Conner as



CAPT. J. M. GUINDON

⁴¹ Oliver Van Duser, one of the oldest steamship engineers on the Coast, was on the *Pacific* this year, running North in Wright's line. Mr. Van Duser was born on Staten Island in 1832 and began his marine career on the Atlantic Coast. His first steamship was the old *Cortez*. In 1856 he was with the *Sea Bird*, and prior to joining the *Pacific* he ran on the *Sierra Nevada*. He left the *Pacific* to go to the steamer *Cornelia*, and spent the greater part of his time on the southern routes until 1865-66, when he served on the Peruvian gunboat *Colon* for eighteen months. In January, 1866, he entered the employ of the California Steam Navigation Company, on the steamer *California*, with Capt. Charles Thorn. From the *California* he went to the *Ajax*, leaving the latter vessel for the *Idaho*, on which he worked but a short time, returning to the *Ajax* in 1867 and remaining there nine years. In 1876 he joined the *George W. Elder*, where he served until the steamer *Oregon* came out, two years later. He spent two years on the *Oregon*, and left her in 1880 to take charge of the *Columbia's* engine room, and has occupied this position up to the present time.

⁴² Engineer L. V. Hogeboom was born in New York in 1827 and commenced his marine service on the Atlantic in 1847, running from New York to Southampton and Bremen as fireman and oiler, but left deep water for a short time to work on the Hudson River steamer *Empire*. He was next third assistant engineer on the steamship *Prometheus*, the first vessel constructed by Vanderbilt for his Nicaragua line, attaining the position of first assistant on this steamer. He also made a trip to Liverpool on the *Lafayette*. In May, 1852, he was transferred to the steamship *Brother Jonathan*, and came to the Pacific Coast on her as first assistant with Hiram Sanford, all of the crew signing a contract to remain with the vessel for a year. At the expiration of this time Hogeboom was appointed chief, but left this position a year later to return to Philadelphia, where he placed the machinery in the tug *Underwriter*, which he accompanied to San Francisco, leaving her to join the steamer *Surprise*, and from the latter going to the *Sea Bird*, in the San Diego line. After a year as chief on this vessel he joined the *Goliath* as first assistant with Martin Bulger, running on the Humboldt route for six months and then went to the tug *Martin White*. After this he was chief engineer on the steamship *Pacific* until the Wrights sold out to the California Steam Navigation Company. He continued with the *Pacific* as first assistant under Elijah Mott, and was also on the *Brother Jonathan* in the same position, being transferred subsequently to the steamers *Chrysopolis* and *Senator*. In 1865 he was again chief on the *Pacific*, running to San Diego, but soon returned to the *Chrysopolis*, where he remained for seven years, except at intervals while he was on the *New World* and *Yosemite* for the same company. He served afterward on the steamer *Solano* for two years, and then left the water to accept a position as assistant engineer at the United States Mint, where he worked for three years, and finally ran for two years as chief on the narrow-gauge ferry-boats, retiring after forty years' service unmarked by an accident of a serious nature.

⁴³ Alonzo Cox was born in Salem, Mass., in 1839, and served his apprenticeship in the shops at Portland, Me., coming to the Pacific Coast in 1857 on the steamship *Santa Cruz*, and continuing with her as second engineer for eighteen months after her arrival. He then went to China as assistant engineer with his brother Edwin Cox on the *Surprise* and remained twelve months. On returning from the Orient he joined the steamer *Cornelia* of the Stockton line, serving as first assistant for about a year, and then followed his calling on the steamers *Brother Jonathan*, *Pacific* and *Senator* for two years, subsequently going as chief on the *Orizaba*, *Kalorama* and *Cortez*. He then entered the service of the Alaska Commercial Company, remaining with them for twenty-two years, ten of which were spent as chief of the steamship *St. Paul* and the rest of the time on the *Alexander*, *Constantine*, *Fideliter* and others. At present he is chief on the steamer *Kottic*.

⁴⁴ The steamer *Resolute* was built in Philadelphia in 1850 and came round the Horn in 1854. Her length was eighty-nine feet, beam seventeen feet six inches, depth nine feet four inches. She was towing and jobbing at San Francisco for a year or two after her advent, and at the time Meiggs bought her for the Sound business was running as a water boat from Sausalito to San Francisco, occasionally towing ships. She was brought from San Francisco by Captain Pray, who operated her for a short time after her arrival. He was succeeded by Captain Guindon. The *Resolute* gave good service in her line for ten years, but was totally destroyed by a boiler explosion August 21, 1868.

master. It was a difficult matter to retain crews on any vessel while the mining excitement lasted, and many which came returned with a goodly portion of their men missing. The revenue cutter *Jeff Davis*, which was stationed on the Sound, made a trip to Whatcom in July, and every man on board except the captain deserted and went to the mines.

Steam navigation on the Fraser River commenced early in 1858, the pioneer steamers being the *Surprise*,⁴⁸ a good-sized sidewheeler, which arrived in command of Capt. Thomas Huntington, and the *Sea Bird*, Captain Conner. The former was intended to run through from Victoria to Hope, but was of too deep draft and unwieldy for the river trade. She arrived in June, and, as she was the first steamer that afforded the gold-seekers an opportunity to get up the river, she carried immense crowds. On the initial trip the passengers were obliged to cut wood for fuel along the river bank. The current was very swift above Langley, and progress was necessarily slow, but with a good deal of straining and puffing the *Surprise* managed to reach Fort Hope. She made nearly thirty trips between Victoria and the Fraser, carrying from 500 to 600 passengers each time, and earned a good-sized fortune for her owners before opposition could reach the scene. The *Sea Bird*, a sister ship, was on the same route, but having less powerful machinery found great difficulty in getting to Hope. By a mere chance she arrived at that point in June, and started down the river, grounding a few miles below Hope on what is now known as Sea Bird Bar, on which she remained from June 24th until September 2d, losing the best part of the



STEAMER "WILSON G. HUNT"

breasting successfully the fierce current of the now world-renowned Fraser. That wild and unearthly yell of the imprisoned steam escaping into the free air of heaven, and speaking through the brazen-throated whistle, must have astonished the denizens of those mountain fastnesses, and startled the bravest man or beast that inhabited that locality into the belief that some visitor not of earth had dropped in upon their solitude. Sounds spread along the mountain gorges and were echoed from hilltop to hilltop, such as never before had been heard since creation's dawn. What wondrous thoughts these sounds must have inspired in the minds of the natives, as the pioneer 'smoke boat' swept up the lonely stream and pushed aside the mountain torrent from her sharp bows, rendering it for the first time powerless against the handicraft of man, in the many long ages that it has rolled on, undisturbed, from its mountain birthplace down to the deep blue sea. Old Simon Fraser, when he floated down the stream more than forty long years ago in his Indian dugout, probably never entertained the thought that he would live to see the day when it would be navigated by steam vessels."

Following the *Surprise* and *Sea Bird* in rapid succession came the sternwheelers *Umatilla*,⁴⁹ Captain Ainsworth, *Maria*,⁵⁰ Captain Lubbock,⁵¹ and the *Enterprise*, Capt. Tom Wright, the latter having been sent there

⁴⁸ The *Surprise* was about the same dimensions as the *Sea Bird* and was brought from New York in 1852 by Capt. Edgar Wakeman, who solemnly averred that on the voyage out he sat for two weeks on top of the smokestack with his feet in the water. She was about four months making the trip and ran for a few years on the southern routes after arriving on the Coast. She ran a short time out of San Francisco after returning from the Fraser, and was finally taken to China, where she ended her days.

⁴⁹ The steamer *Sea Bird*, en route from Victoria for Langley, September 7th, in command of Captain Conner, was about eighteen miles out from Victoria when a fire broke out in the forehold near the forward end of the boiler and gained such headway that it was impossible to control it. She was headed for shore and struck on the rocks. Mr. Urick, one of the forty passengers aboard, fell and was severely injured in landing. The rest escaped unhurt with the loss of their baggage, which, owing to the rapid progress of the fire, it was impossible to save. The vessel came in under a full head of steam, and, as the engineer had been driven from his post before she struck, the wheels continued to revolve for half an hour afterward. The steamer burned to the water's edge. The wreck was sold for \$1,400, and the engines were recovered.

⁵⁰ The steamer *Venture*, the first sternwheeler built on the middle river, was constructed by Thompson & Coe, for the upper Columbia, at Five Mile Creek near the Cascades. She was one hundred and ten feet long, twenty-two feet beam, and four feet

travel to the mines. After the water went down she was raised, ways were built under her, and by sliding the steamer across the bar, nearly two hundred feet, deep water was reached. Bad luck still pursuing the *Sea Bird*,⁵² five days later, while en route to the Fraser from Victoria, the vessel burned to the water's edge. River steamers better adapted to the trade having made their appearance, the *Surprise* was sent to San Francisco, arriving August 25th. The *Alla* of the 26th contained the following very appropriate notice of her exploits:

"The *Surprise* was the pioneer boat on the Fraser River, the Hudson's Bay Company's steamer *Otter* never having ascended above Langley. She first woke the echoes of the grand mountain gorges in the wild region of Fort Hope with the shrill scream of the steam whistle, and astonished the natives with her wondrous powers in

by the Wrights, who owned the *Surprise* and *Sea Bird*. The *Wilson G. Hunt*³¹ also came up from San Francisco in August and ran between Victoria and Queensboro, as New Westminster was then called, connecting with the steamer *Enterprise*. Travel decreased so rapidly that the *Hunt* was withdrawn in October and returned to San Francisco. The *Umatilla*, which was the first boat to reach Yale, made her initial trip to that point July 21st, in command of Captain Ainsworth, with Thomas Gladwell, pilot. When the news of the need of better steamboat facilities on the Fraser River reached San Francisco, half a dozen little steamers were fitted up to go North. The



Indian Village - Squagwax

Victoria District Church -
Historical Atlas Company - Inc.

Government Building

VICTORIA, B. C., AT TIME OF FRASER RIVER EXCITEMENT

smallest to make the trip was the *Ranger*, a steam launch about forty feet long. She was taken up by Captain Allan, and in September was operated between Victoria and the Fraser River. The California Steam Navigation Company started the steamer *Latonia* from San Francisco in tow of the steamship *Santa Cruz*, but she was so

six inches hold, with 14 x 48 engines. On the day of her trial trip, with about forty passengers on board, she started from the upper Cascades with a very low pressure of steam and could not make headway. Every effort was made to reach the bank again, but before the lines could be made fast the booming current caught the vessel and swept her over the rapids. She went down stern first and made the passage beautifully until she reached the foot of the Cascades. Here she poised on a rock in the middle of the river, in rather a dangerous position. Capt. E. W. Baughman, who was running a small schooner below the Cascades, sailed up and rescued the passengers. Only one life was lost, that of an excited man who jumped overboard, while the boat was making the perilous run, and disappeared in the swirling waters. As the river was rising the steamer soon floated off and was picked up at the lower Cascades, where she was bought by Ainsworth, Leonard & Green, who repaired the hull, named her the *Umatilla* and sent her to Victoria in tow of the steamship *Columbia*. Ainsworth went over and began running the steamer on the Fraser, but had only made one trip when she was traded for the steamer *Maria*, which Capt. William Lubbock had brought up from San Francisco on a barge, on which the *Umatilla* was then loaded and towed to San Francisco. She has the distinction of having been the first sternwheel steamer on the middle Columbia, the first steamer to go over the Cascades, the first to the Sound from the Columbia, and the first sternwheeler from the Sound to San Francisco.

³²The *Maria*, which was traded to Ainsworth, Leonard & Green for the *Umatilla*, was sold by the Portland men to a British company, who in turn exchanged the steamer for an interest in the *Eliza Anderson*. She ran for about four years on the Fraser, under Capt. Thomas Gladwell, who afterward lost his life on the *Northerner*, and then John T. Wright sent her to the Columbia in 1862, in command of Capt. Robert Haley, intending to put her on the Cascade route with the *Spray* and *Dalles* on the middle river, opening an independent line to the Dalles, where the Oregon Steam Navigation Company was enjoying a monopoly. Shortly afterward she was seized for an alleged violation of the law, and on the claim that she had entered at Astoria on the certificate given at San Francisco when she sailed for the Sound, Judge Deady declared her forfeited. While she was in the hands of the marshal she sank at the wharf in Portland, and in that condition was sold to Captain Turnbull for \$5,500. He dismantled the steamer, and, after removing the machinery, sold the hull to James Clinton for \$150.

³³Capt. Henry S. Lubbock was born in Charleston, S. C., learned the trade of engineer and machinist at the Morgan Iron Works in New York, and went to California in 1851 to construct a steamer for the Sacramento River. This vessel was sent out in sections and Lubbock put her together and ran on her as engineer for two years, then returned East to bring out another steamer, which started under sail but put into Rio de Janeiro disabled and was sold there. Captain Lubbock went on to California and engaged as engineer for a short time on the steamer *Sophie*, afterward taking command and handling her for two or three years. After he returned from his Fraser River venture he went to Nevada as superintendent of a water company at Pioche, and also engaged in mining for a few years, going from there East, where he resided until 1868, when he again visited San Francisco and was appointed, by the Harbor Commissioners, Superintendent of Repairs on the water front, holding that position until 1887, when he became Inspector of Steam Vessels.

³⁴The steamer *Wilson G. Hunt* was built in New York in 1849 for the excursion trade to Coney Island, but shortly after her completion was sent round the Horn to San Francisco, arriving there early in 1850. She was immediately placed in the Sacramento River trade, and proceeded to make a fortune for her owners, clearing in a single year over \$1,000,000. After running there a number of years she went to Victoria in August, 1858, and ran for a short time on the New Westminster route. In October she was withdrawn and the following year plied on Puget Sound, replacing the steamer *Constitution*. Early in the sixties she was bought by the Oregon Steam Navigation Company and taken to the Columbia, and operated on the Cascade route in command of Capt. John Wolf. She continued running on the Columbia until 1869, and during that time enjoyed a flourishing business, repeatedly carrying from 250 to 300 passengers, 100 head of stock and plenty of freight on a single trip. As her career extended nearly all through the palmiest days of the Oregon Steam Navigation Company regime, the rates obtained were sufficiently high to make her a very profitable boat in spite of the heavy expenses of operation. In 1869 the Oregon Steam Navigation Company concluded to

badly racked that she was unable to proceed farther north than the Columbia River. The *Maria*, which reached the Fraser in better condition than any of the other river steamers, was brought up from San Francisco by the Lubbock brothers. The scheme of sending so frail a steamer on so long an ocean voyage originated with Capt. William M. Lubbock, and to carry out his plans he chartered the barge *Sacramento*, which he loaded to five feet draft with brick and coal. He then hauled the barge into position in the dock, sunk it and floated the *Maria* aboard, afterward lightening the barge and securing the tug *Hercules* to pump it out. Two masts were then stepped through the bottom of the steamer to the keelson of the barge, and the combination craft was schooner-rigged as a safeguard against accident to the tug which was to accompany her. The start from the Bay City was made in tow of the Sacramento Transportation Company's tug *Martin White*, and in due season they reached Esquimalt, the only delay having been a week's lay-over at Port Orford during a spell of bad weather. On arrival at Esquimalt the masts were removed, the boat jacked up and repaired, and when all was in readiness the barge was sunk and the steamer floated.

On Puget Sound there was considerable activity in marine circles aside from the business produced by the mines. The steamer *Julia*,²² at that time the largest sternwheeler in the Northwest, was built at Port Blakeley by D. F. Bradford, George R. Barclay, Abner Barker, and T. W. Lyle. She did but little work on the Sound after her completion, and in October was sent to the Columbia to run on the Cascade route. The steamer *Ranger No. 2*²³ reached Seattle in September, forty days from San Francisco, and was the first steamer in the jobbing trade on the Sound. She came up in command of Capt. John Hill, and upon her arrival dropped the "No. 2" from her name. In August the steamship *Panama* brought a diminutive propeller to Steilacoom, which in after years furnished the marine reporters of Victoria, Seattle, Astoria and Portland with more items than any craft that ever turned a wheel in the Northwest. Her name, *Leviathan*,²⁴ was a misnomer.



CAPT. A. M. SIMPSON

A little sidewheeler called the *New Caledonia* appeared at Victoria in the fall, but was too small and too slow to amount to much, her only claim to distinction being that she was afterward the victim of two boiler

extend their steamboating ventures to the Sound. The old steamer was sent around to run in opposition to Finch and the Wrights. She arrived in 1869 in command of Capt. W. I. Waitt, with Josiah Myrick, purser; Frank Dodge, freight clerk; Thomas Smith, chief engineer; James Gallagher, assistant; J. Smith, mate; and J. J. Holland, carpenter. The *Hunt* had been rebuilt in Portland in 1865 and was in good condition, but the company could not do much with her, and to save themselves from further loss sold her to D. B. Finch in October, 1869. Finch and the Wrights had, in the meantime, built the fine steamer *Olympia*, afterward called the *Princess Louise*, and when the competition ended the *Hunt* was sent to San Francisco on a ten-year furlough. In 1877 Capt. John Irving bought her at a sacrifice, and in February of the following year she was brought up by Captain Stoddard and placed on the New Westminster route in April, in opposition to the Hudson's Bay Company's steamer *Enterprise*. She was extensively repaired in 1879, and in 1881 was sold to J. Spratt. Her captains during the rate war on the Fraser were Irving, Insley and Rudlin. Captain Spratt put her on the east coast route in place of the steamer *Maudie*. After running here a short time she again passed into the hands of Irving, who had now consolidated his with other interests, under the name, Canadian Pacific Navigation Company. By this time her days were numbered, and in 1890 she was broken up and sold for old iron to Cohn & Co. of San Francisco. The hull was buried soon after, and this ended the career of one of the most noted vessels which ever turned a wheel in Northwestern waters. She was about 450 tons burden and had an old style "steeple engine" thirty-six by one hundred and eight inches. Her dimensions were: length, one hundred and eighty-five feet six inches; beam, twenty-five feet ten inches; hold, six feet nine inches.

²²The steamer *Julia Barclay* was designed for the Fraser River trade at Teekalet and was a fine, fast boat, one hundred and forty-five feet long, twenty-five feet beam, five feet seven inches hold, engines 16 x 72, boiler thirty three feet long, wheel twenty feet diameter. Of her owners Lyle, Barclay and Barker were Californians, and Bradford was a well known Oregon steamboat man. She was the first steamer built on the Sound, and there was a great celebration at her launching, soon after which she dropped the latter part of her name. She never reached the route for which she was intended, however, but instead was towed round to the Columbia by the tug *Martin White*, arriving at Portland, October 8th, and going on the Cascade run at once in opposition to the *Mountain Buck*. She was soon bought off, and the following spring was taken back to the Sound by Capt. Tom Mountain and operated on the Victoria route by Capt. Scranton. She ran there a few months, when she was again brought to the Columbia, this time becoming the property of the Oregon Steam Navigation Company, who ran her to the Cascades in command of Capt. John Wolf. She enjoyed an immense traffic during the Salmon River mining excitement in 1862, but after that subsided was placed for a while on the lower river, coming back on the Cascade route again in 1864 in charge of Capt. James Straug, who operated her in opposition to the *Rescue*. In 1865 the *Julia* did an extensive business, in July making thirteen round trips to the Cascades in two weeks, carrying 910 head of horses, 253 cattle, 1,600 sheep and 100 hogs. In 1866 Capt. William Smith, who had been mate under Captain Wolf, was made master, and she then ran regularly as a stock boat, finer steamers having taken her place in the passenger trade. She continued jobbing round until the early seventies. H. A. Snow and John Babbidge were her last captains. In December, 1872, her engines were removed, and the following spring an item appeared in the Seattle papers saying that the *Julia*, at one time the crack steamer of the Sound and the Columbia, was in use as a pigsty in the boneyard at Portland.

²³The steamer *Ranger No. 2* was a small sidewheeler, which had been running on the Sacramento River for many years. She was built in San Francisco in 1853 and was owned by a man named José Artega. She was seventy seven feet long, twelve feet three inches beam, with a shallow hold. Captain Hill had a rough time getting her to the Sound, but once there she proved a very handy little craft. Hill left the steamer soon after bringing her up and was succeeded by Captains Forbes, Jackson and others. In 1861 she passed into the hands of Miles Gallihier of Steilacoom, and after lying on the beach at that point for a long time was sold to a logger named John Swan, who placed the machinery in a new hull.

²⁴The steamer *Leviathan*, which the official records state was constructed at Calcutta, Benicia and Port Townsend, was originally built in China as a sloop for the opium trade. She was brought to San Francisco on the deck of a steamer and at Benicia was remodeled and fitted with a propeller. She reached Victoria on the deck of the steamship *Panama* in July, 1858, but failed to

explosions. The mining boom produced a great demand for fuel, and all of the San Francisco steamers coaled at Nanaimo or Bellingham Bay for the round trip. Ten dollars and twelve dollars per ton were not considered exorbitant at that time, probably from the fact that most of the steamships were obliged to turn away passengers in San Francisco, with fares at \$50 and \$25 each. The conditions were somewhat changed in the fall, but the crowds bound South were nearly as great as those which had come North during the spring and summer, and the rates remained the same.

The first bar tug in Oregon arrived this year in the service of A. M. Simpson. She was called the *Fearless*, and was built in Calcutta, coming to San Francisco as a full-rigged brig. Simpson bought the vessel, and after refitting sent her to Coos Bay in command of Captain Ironsides. John J. Jackson, who, with Joseph Burgess, had been piloting on the bar, joined the tug as pilot, and the casualties which had been of frequent occurrence in the past were much reduced in number. The *Fearless* was about 80 feet long, 24 feet beam, and 9 feet hold, was built of teak, and would probably have lasted many years had she not been wrecked.

Business on the Columbia and Willamette continued to increase, and several new steamers were completed. In October the *Colonel Wright* was launched at the mouth of the Des Chutes River and the following year made her mark in history as the first steamer which ever turned a wheel on the upper river. Another famous sternwheeler, the *Carrie Ladd*, was built at Oregon City, but did not commence running until the following spring. The Cowlitz route had suddenly come into prominence owing to the heavy travel to the Sound, and the steamer *Cowlitz*,³⁵ which Capt. George Pease and S. Smith constructed on the Tualitin in 1857, was sold on completion to Huntington and Holman, who at once put her in the Cowlitz trade. The *Express*, which Irving was running to Oregon City, also went to Monticello every Thursday, and the *Independence*,³⁶ a small steam ferry, was making three trips per week between Portland and Monticello. The *Belle* also went there occasionally. In August, Cassidy & Co. put the new steamer *Relief*,³⁷ a well built sternwheeler, 102 feet long by 24 feet beam, on the Oregon City route, in opposition to the *Jennie Clark*. The steamer *Enterprise*, which



STEAMER "CARRIE LADD"
Keystone of the Oregon Steam Navigation Company.

win fame in British Columbia until a later date. In the spring of 1859 she was sold to Irving Stevens and Sam Sweeny of Astoria and taken to the Columbia, arriving at Astoria, April 25, 1859. Sweeny ran her about the bay at Astoria for a while and in the fall operated her on the Portland route, making the first trip in fourteen hours' hard running. She was not successful and was purchased by Capt. Richard Hoyt, who fixed her up for towing and in 1862 chartered her to Mossman & Co., to carry express matter to the Cascades to connect with Van Bergen's steamer for The Dalles. Hoyt finally disposed of the steamer, and in due course of time she again reached Victoria, where she fell into the hands of the Government and was used as a yacht by the governor. With a change of officials the vessel was ordered sold, and the *Colonist*, in commenting on the craft, said: "She is a useless and expensive relic of an effete and luxurious administration. It has cost more, dollar for dollar, to run the animal than to capture a school of leviathans." She was sold at auction November 18, 1869, to Edgar Marvin for \$1,320, and in 1871 was put on the route between San Juan and Victoria, making two trips a week. She continued jobbing around for a long time afterward and finally wore herself out at Victoria.

³⁵ The *Cowlitz*, a very small steamer, seventy-six feet long, seventeen feet beam and three feet six inches hold, ran on the Cowlitz route from the time she was built until 1866, when she was in the Lewis River trade a while and afterward on the Oregon City line. Charles Holman, her owner, was succeeded in command by Oliff Olsen and he in turn by Thayer and Kern. In 1864 she was chartered for a short time by the Monticello and Cowlitz Steamboat Company to take the place of the *Rescue*, then running to the Cascades. In 1868 she was fitted up with the old Vancouver's machinery, but never did much business after that date.

³⁶ The *Independence* was built for a ferry-boat, but the opportunities for any craft which could turn a wheel were so good at this period, that she was placed on the Cowlitz route. In 1860 she was run by Captain Ankeny to the Cascades as an opposition boat, and the following year proved very profitable carrying stock and other freight for the Salmon River mines, connecting with the steamer *Wasco*. Having been built in a cheap manner she was short-lived, and early in 1864 the machinery was removed, and the following year the hull was burned for old iron.

³⁷ The *Relief* was built at Oregon City by a company at the head of which were Captain Cassidy and a ferrymen named O'Loughlin. The various partners in the steamer could not agree as to the best manner of operating her, O'Loughlin especially being suspicious of his partners, and keeping a close watch on Purser Sturdevant, who was also a stockholder. Captain Cassidy ran the steamer in opposition to the *Jennie Clark*, operated by Captain Ainsworth, and the fight grew so warm that the latter quietly purchased the stock held by O'Loughlin and a man named Athey and also the few shares held by the purser, effecting all the transfers without the knowledge of the captain. When everything had been arranged, Ainsworth walked over to the *Relief* and told Cassidy that in the future he could run the *Relief* alternate weeks with the *Jennie Clark*. Cassidy, in profound ignorance of the situation, informed the future steamer king that he would run the *Relief* in whatever manner best suited him, and that he did not require pointers from an opposition company as to how he should manage his own boat. At this juncture Ainsworth explained the true state of affairs, and an unconditional surrender followed. Ainsworth tied the boat up, and the following year she was sold to Captain Cochran, who took her above the falls, where she remained the greater part of the time thereafter, ending her days in the service of the People's Transportation Company. The *Relief* was 110 feet long, 24 feet beam, 3 feet 6 inches hold, with engines 12 x 48 inches.

Jamieson had sold to Tom Wright, was succeeded by the *Onward*,²⁴ which was built to beat the new *Surprise*. Jamieson kept her but a short time, and the proprietors who succeeded him profited largely with her. The *Columbia* was visited by two of the fleet of small steamers racing northward to reap a harvest from the mining boom on the Fraser. The first was the *Ranger No. 2*, which had wrestled with bad weather for thirty-one days after leaving San Francisco. She secured supplies and again started northward, getting in nine days more between Astoria and Victoria. The other visitor was the *Latonia*, which, in tow of the steamship *Santa Cruz*, was bound

for the Fraser. She was so badly racked that she did not continue her journey and never accomplished anything on the *Columbia*, being used as a wharf boat at the Cascades, finally ending her days as a stone barge in the hands of Perry & Co. The advent of the fine new steamer *Julia* on the Cascade route in the fall was the signal for a spirited rivalry, in which the *Mountain Buck*, *Señorita* and *Belle* took an active part.

The keel of the *Eliza Anderson* was laid at the foot of what is now Couch Street in Portland in 1857, but it was about eighteen months later before she was ready for service. She was constructed by Samuel Farnam for the Columbia River Steam Navigation Company, the principal members of which were Hoyt and Wells, the pioneer steamboat men, although S. G. Reed, Benjamin Stark, Richard Williams and J. C. Graham were also interested. This



STEAMER "ELIZA ANDERSON"

vessel, which was the largest low-pressure boat in Oregon of home construction, was launched November 27, 1858, and made a trial trip January 2, 1859. Soon after completion she was sold to John T. Wright and Bradford Brothers and taken to the Sound in command of Capt. J. G. Hustler. On her arrival Captain Fleming took charge, and the steamer began a career of money-making which has never been equaled by so slow a boat. She was the first vessel inspected in the Victoria district after the appointment of an inspector, and, with the exception of a few intervals while she was laid up for minor repairs, ran continuously for ten years, enjoying a monopoly most of the time. Fare from Olympia to Victoria was \$20, and \$15 from Seattle. Freight on cattle was \$15 per head, sheep \$2.50; other freight, \$5 and \$10 per ton. At these rates, with brisk travel, the old steamer piled up for years a monthly profit of many thousands of dollars. The first serious opposition came from the steamer *Enterprise*, which was placed on the route to carry the mail under the contract held by Parkinson. The *Enterprise* was commanded by Captain Jones, and D. B. Finch was his purser. She made it interesting for the *Anderson* for a short period, but only held out six months, and was then sold to the Hudson's Bay Company, who put her on the New Westminster route. For three years the *Anderson* was undisturbed, and rates were maintained with a vengeance. An attempt at opposition was made by the new steamer *Alexandria*, but it amounted to nothing, and it was two years before the *Anderson* again had company. The *Josie McNear*, the next victim, came from the *Columbia* in 1866, and was followed a year later by the *New World* and in 1869 by the *Wilson G. Hunt*, all of which cut rates and made a vigorous fight for business; but they were not invulnerable to the sinews of war with which the *Anderson* had supplied her owners during the long period of monopoly which she had enjoyed, and were either bought off, subsidized, or taken in. In 1870 the *Anderson* was relieved by the new steamer *Olympia*, but continued running as a spare boat until 1877.



CAPT. D. B. FINCH

²⁴The steamer *Onward* was the successor of the *Enterprise* in the Jamieson Line. She was built at Canemah with the proceeds from the sale of the *Enterprise* to Wright, and was intended to surprise the *Surprise*, which had preceded her a few months. She was 125 feet long, 26 feet beam, and 4 feet hold. Jamieson ran her until 1860, when he sold her to Kamm, Myrick, Strang, and Pease, and in charge of the latter she proved a money-maker from the start, paying \$14,000 dividends the first year. Pease ran her until about 1863, when she went into the hands of the People's Transportation Company, and Capt. George Jerome took command. She was a serviceable boat and had very good power,—16 x 60 inch cylinders, with a new style locomotive boiler.

During the Cassiar mining excitement she made several trips to the North in command of Capt. Dan Morrison. From 1877 until 1882 the steamer was laid up and almost forgotten, but in May of the latter year she again claimed public attention by sinking at the Seattle wharf. She was raised, and in 1883, under the supervision of Capt. Tom Wright, was thoroughly overhauled and placed on the New Westminster run from Seattle, Wright, master, E. W. Holmes, mate, and O. O. Denny, engineer. She remained here a short time, and in April, 1884, was started on the Victoria route, precipitating a lively steamboat war. The Oregon Railway & Navigation Company had by this time secured control of the business on the Sound, and was running the fine new steamer *Olympian* to Victoria. Wright put the fare down to \$1, and the company started the *George E. Starr* after the *Anderson*, George Roberts, her master, having orders to follow her wherever and whenever she moved. In spite of the force against him, Wright was successful and made it decidedly warm for the big company until 1885, when the steamer was seized by Collector Beecher of Port Townsend on a charge of carrying contraband Chinamen. Capt. Tom Wright, as was afterward proved, was innocent, but the law's delay and the inevitable losses occasioned by this unwarranted proceeding left the Oregon Railway & Navigation Company in full possession of the field. In 1886 the steamer passed out of his hands, and Capt. J. W. Tarte then ran her a while to Victoria. In October she was bought by the Washington Steamboat Company, who worked her for all she was worth during the next few years; and in 1888 her passengers were treated to a genuine race between the venerable packet and the still more venerable tug *Goliah*. When the Washington Steamboat Company sold out to the Puget Sound & Alaska Steamship Company, the *Anderson* was sent up to the Snohomish River, where she is now lying and where she will probably end her days. During her long career on the Sound she has been commanded by Captains Fleming, Thomas Wright, D. B. Finch, J. Finch, Clancy, McIntosh, Morrison, Tarte, Holmes, Waitt, Wallace, Jackson, and a host of others. The *Anderson* was a sidewheeler, with a vertical-beam engine, 26 x 72 inches. She was 140 feet long, 24 feet 6 inches beam, 8 feet 10 inches hold, 279 tons register.

The new Northwest had not yet reached a point where the advent of steam affected the business of the sailing vessels, and the latter increased wonderfully all over the coast. On Puget Sound especially was this noticeable, the lumber business assuming great proportions. During the year there were loaded at Teekalet (Port Gamble), for England, the ships *Bostonian*, Captain Burnham, and the *Wacousta*, Captain Henderson; for Melbourne, the *Kil Carson*, Captain Dillingham; for China, the bark *Torrent*, Captain Gove; for Sydney, the bark *Frowning Beauty*, and the ship *George Raynes*, Captain Batchelder. The latter vessel took 800,000 feet of lumber, the largest cargo yet shipped from the Pacific Coast. The fleet engaged in this trade during the year comprised the barks *Bronles* and *Hyack* at Seabeck, the *Storm Bird* at Steilacoom, the *Madonna* at Port Madison, *Ella Francis*, *Friendship*, *Goldhunter*, *Jenny Ford*, *Princess Royal*, and others. The Hudson's Bay vessels that yearly arrived from London moved over to the Sound when their freight was discharged and filled up with lumber, instead of returning as heretofore lightly laden with furs and a few timbers. Balch & Webber continued their dispatch line of clippers between San Francisco and Sound ports. Vessels sailing in their service were the brigs *Cyrus*, *Cyclops*, *W. D. Rice*, and the bark *Ork*. The schooner *Towanda*, Captain Keller,³⁹ was also in the coasting trade between San Francisco and Puget Sound. The capacity per day of the various mills furnishing business to the lumber fleet on Puget Sound in 1858 was as follows: Adams, Blinn & Co., Seabeck, 15,000 feet; Adams, Blinn & Co., Seattle, 10,000; Balch & Webber, Steilacoom, 15,000; Balch & Webber, Olympia, 15,000;



CAPT. ALBERT W. KELLER

³⁹ Capt. Albert W. Keller was born in Rockland, Me., in 1834, and commenced his marine career running to the West Indies. He arrived on the Pacific Coast in 1853 as sailor on the schooner *L. P. Foster*, which reached Port Gamble that year. From the Sound he went to San Francisco, and worked on the Panama route as quartermaster on the *John L. Stevens*. He left her after making a few trips and returned East, coming out again in 1858 as master of the well known schooner *Towanda*, which he sailed on the Coast for two years. He next handled the barkentine *Constitution* in the Sandwich Island trade for a year, leaving her to take charge of the brig *Martha Worthington*. He next commanded the bark *Palmetto* and the venerable bark *Gold Hunter*, which is still afloat in Australia after at least fifty years of usefulness. Later he took the bark *Kutosoff* for a year and the bark *Vernon* for two years. He then took command of the ship *Elizabeth Kimball*, sailing her for seven years, until she was waterlogged and lost on an island in the South Pacific, where Captain Keller, his wife who accompanied him, and their companions in misfortune, lived for three months. During this time they built a 19-ton schooner from the wreckage and lumber on the *Kimball*, and sailed for Tahiti, where they sold the craft for \$650. Captain and Mrs. Keller and six of the crew then took passage for San Francisco, the Captain piloting the vessel into the harbor, much to the surprise of his friends, who had supposed him dead. The ship *Roswell Sprague* was his next command, and after sailing her two and a half years he took the *King Phillip*, being in charge at the time she was lost near the Cliff House while outward bound from San Francisco. During the next three years he was captain of the barks *Fresno*, *Emerald* and *Arkwright*, and was then on the *James Cheston* four years, bark *Cowlitz* two years, ship *Bonanza* two years, and the ship *Carondelet*. December 1, 1891, he took the bark *Palmyra*, of which he is still master.

Chambers' Mill, Steilacoom, 5,000; G. A. Meiggs, Port Madison, 15,000; North Bay Mill, 5,000; Puget Sound Mill Company, Port Gamble, 40,000; W. T. Sayward, Port Ludlow, 15,000; Puyallup Mill, Puyallup Bay, 5,000; Renton & Howard, Port Orchard, 10,000; Skookum Chuck Mill, 5,000; South Bay Mill, 4,000; Tumwater Mills, 10,000; Rhodes & Peabody, Whatcom, 5,000.



CAPT. CHARLES H. JONES

Trading out of Victoria to the American side and along the coast of the island was a regular swarm of small sailing craft. Among them were the following well known schooners: the *Franklin*, Captain Smith; *Wild Pigeon*, Jones; *Spray*, Barber; *Mary Ann*, Tucker; *Ino*, Laughton; *Harriet*, Coffin; *Morning Star*, McKay; *H. C. Page*, Oberg; *Nanaimo Packet*,⁴¹ Walker; *Sherman*, Smith; *Josephine*, Hewitt; *Caroline*,⁴² Lampley & Jones; *Helen Maria*, McEwen; *Pilgrim*, Edgar; *C. S. Kidder*, Rixbury; *Jessie*, Mathieson; *Island Queen*, Jones; *Amelia*, Thornton; *Eclipse*, Barrington; *Fauntleroy*, Allen; *L. P. Foster*, Moore; *Mary Dunn*, Stevens. Several of these vessels made occasional trips to San Francisco, and even to Honolulu, but most of them were local traders.

A postal route was established on Shoalwater Bay in 1858, and Capt. James H. Whitcomb⁴³ carried the mail and passengers between Oysterville and Willapa with a line of sloops.

It is a noteworthy fact that in spite of the many thousands of people carried on overcrowded steamers and sailing vessels in 1858, not a single life was lost except in an accident to a cranky sailboat on the Fraser. The small plunger *Alcatraz*, in charge of Capt. H. Taylor, started up that river June 21st with thirty-two passengers who had just arrived from San Francisco on the steamship *Cortez*. One of the number lost a rocker overboard and asked the captain to jibe and enable him to recover it. The captain started to comply with his request despite the remonstrances of the others, and in coming round the overloaded boat was caught in a tide rip and capsized, drowning James McQuart, Messrs. Giron, Vachon, Ferre, Barrages, Fessier, Galliard, Eoisean, wife and child, and two others.

The ship *Lucas*, which was among the sailing vessels in the passenger trade, left Victoria, October 24th, with 175 disappointed gold-hunters aboard, and when off the Farallones, November 10th, encountered heavy weather and was wrecked. All hands were rescued by the United States steamer *Active*, Captain Alden, and were taken to San Francisco. The vessel and cargo were a total loss. The ship *Zenobia*,⁴⁴ which had been sailing between Alaska and San Francisco in the service of the Russian-American Ice Company for several years, was lost off Point Bonita in April, while attempting to sail in without a pilot. She was in command of Captain Tilden, was deeply loaded with ice and struck a rock with such force that she became a complete wreck.

CAPTAIN RIDDER
Fraser River Pilot, 1858

⁴¹ Capt. Charles H. Jones of the *Wild Pigeon* is now living at Port Townsend, where he is harbor master and chairman of the Puget Sound Board of Pilot Commissioners. He is a native of Maine, born in Eastport in 1835, and followed the sea for several years before going to Puget Sound on the revenue cutter *Jeff Davis*. After leaving the cutter he spent several years operating trading vessels on the Sound, among the best known of them being the sloop *Mary Ellen*, the schooner *Wild Pigeon*, and the sloop *Midnight Cry*. He also ran pilot for the Pacific Mail steamers for a short time.

⁴² The schooner *Nanaimo Packet*, which was sailing this year under the British flag, was one of the pioneer American vessels on Puget Sound, having been built in 1854 and named the *I. I. Stevens*. Finding trade more profitable across the line, she went over and ran under her new name until 1871, when she was wrecked at Cypress Island. She was then purchased by Port Townsend parties, repaired and again sailed with American colors, this time as the *Nellie Martin*. During her career as a British vessel she spent many years trading along the north coast and met with some very racy experiences. She was commanded at various times by Allen, Coffin, Walker, and others.

⁴³ The schooner *Caroline* was one of the vessels with which the noted Jimmy Jones began his career. She was a remarkably fast sailer, and in 1859 made a round trip, Victoria to Port Townsend, Steilacoom, Nisqually and Olympia in less than four days. Jones continued running her until he secured the celebrated steamer *Jenny Jones*, when she was sold to a Victoria firm and continued in the local trade.

⁴⁴ Capt. James H. Whitcomb, the father of more steamboatmen than any other man in the Northwest, was born in Vermont in 1824, and crossed the plains in 1847 in company with his cousin, Lot Whitcomb, with whom he worked at Milwaukie getting out the lumber for the pioneer steamer. His first steamboating was on the *Fashion*, where he ran as mate with Captain Van Bergen in 1856. In 1857 he went to Shoalwater Bay, and the following year carried the mail from Willapa to Oysterville in a small sloop. He continued in this trade for about twelve years, transporting mail, passengers and freight from all points on the bay with the famous sloops *Minerva* and *Pet*. On going to Shoalwater Bay in 1857 he took up the first claim filed on in that section. This included the present townsite of Willapa City. He occasionally retired from the water and lived on his ranch, but with the advent of the steamer *South Bend* on the bay he took command, running her for a year and a half, afterward going to the steamer *Montesano*, which carried the mail from Willapa to Sealand. He subsequently ran the steamer *Tom Morris* on the same route for two years, and was on the steamer *Chehalis* for a short time. From there he went to Gray's Harbor, where he ran the steamer *Governor Newell* in the postal service between Montesano and Peterson's Point. His last steamboating was on the *Mountain Buck*, towing on Shoalwater Bay. After leaving the *Mountain Buck* he retired from the water, and is now living at the home he established nearly forty years ago at Willapa City. With his sons, Captains Wes, William, George, James and Fred (the latter recently deceased), Captain Whitcomb formed a family group of steamboatmen not equaled in number or ability anywhere in the Northwest.

⁴⁵ Capt. H. B. Lovejoy, mate of the *Zenobia*, was for many years a well known pilot on Puget Sound. He was born in Maine in 1805, spent the early part of his life after leaving home in the Navy, and came to the Pacific Coast in 1849. After a short stay in the mines he began sailing out of San Francisco to southern ports. He was for several years master of the bark *Chalcedony*, a famous northern trader in her day, and in 1858 was in the service of the Russian American Trading Company, running between San Francisco and Alaska on the ship *Zenobia*. He continued in this service until the vessel was wrecked near San Francisco, when he went to Puget Sound and commenced piloting and steamboating. He died at Coupeville, July 6, 1872.

The pioneer steamer *Traveler* came to a sudden end in 1858, carrying five persons to a watery grave. She left Port Townsend, March 3d, for Port Gamble in command of Capt. Thomas Slater, with six white men and two Indians on board. The wind was blowing hard from the south, and the steamer anchored about six hundred yards off Foulweather Bluff to await better weather. As there were no signs of the storm abating, every one turned in soon after dark. About 10:00 p. m. the engineer was awakened by a heavy roll of the vessel. He rushed on deck, tried the pumps, and found that she was making water very fast. All hands were called and began bailing for life, but she settled so rapidly that their efforts were useless. The engineer, Mr. Warren, and the Indians, swam ashore, but the others remained with the steamer, which a few moments later sank with all on board. Those losing their lives were: Thomas Slater, captain; Truman H. Fuller, purser; a deckhand and a fireman; Mr. Stevens, a passenger. An attempt was made soon afterward to raise the wreck, but it broke away and sank in deeper water. The body of Slater was found on the bottom near the vessel, which at low tide was only partly submerged. At the time of the disaster the *Traveler* was carrying the mail under charter to the Government by William N. Horton of Olympia. She had been recently overhauled and was thought to be in good condition. Capt. Thomas Slater, who went down with the steamer, was the first man to establish regular communication on the Sound with sailing vessels, and as far back as 1852 he was running the sloop *Sarah Stone* on the mail routes there. Truman H. Fuller was the pioneer purser of Puget Sound, having been engaged on the *Major Tompkins* when she was wrecked three years prior to the loss of the *Traveler*. He afterward held the same position on the steamer *Constitution*.



YALE, B. C.
The Fraser River Steptoe Point during the boom of 1858.

Other marine disasters in 1858, beside the wreck of the steamer *Sea Bird*, were the loss of the schooner *Thetis*, Captain Harris, off Point Ringold, March 12th, the schooner *Joku Stevens*, Captain Hamilton, which sprung a leak in the straits and was run ashore at Daugeness, December 4th, to save the lives of those aboard, and the schooner *A. V. Tread*, which was wrecked on Protection Island. No lives were sacrificed in the last-mentioned disasters. The schooner *Emily Packard*,²⁶ from Shoalwater Bay, and the brig *Cyrus*,²⁷ from Stellacoom, were also lost during that year.

²⁶The schooner *Emily Packard*, leaving Shoalwater Bay for San Francisco with a cargo of 2,500 baskets of oysters, was blown ashore during a sudden storm February 21st, becoming a total loss. The crew were all saved.

²⁷The brig *Cyrus*, Captain Mitchell, sailed from Stellacoom, December 11th, laden with lumber for San Francisco. She got away from Port Townsend on the fifteenth but was six days beating out of the Straits, and as soon as she had cleared them ran into a heavy gale which rendered it necessary to heave to. A tremendous sea was running, and the cargo shifted in the hold and on deck, causing her to leak so badly that it was impossible to keep her afloat, so they ran for San Juan harbor. The next day they were unable to get out, and on the twenty-third a squall struck the vessel, and, her chain parting, she drifted ashore at the head of Port San Juan and became a total loss.





CHAPTER V.

1859, 1860, 1861.

FIRST STEAMBOAT ON UPPER COLUMBIA—STEAMERS "GOVERNOR DOUGLAS" AND "COLONEL MOODY" BUILT AT VICTORIA—ARRIVAL OF STEAMSHIP "LABOUCHERE"—THE FIRST LIGHTHOUSE TENDER—STEAMER "CARRIE LADD"—STEAMSHIP "JOHN T. WRIGHT" BUILT AT PORT LUDLOW—THE UNION TRANSPORTATION COMPANY—THE "ENTERPRISE," THE FIRST STEAMER ON THE CHEHALIS RIVER—SAN JUAN TROUBLE—PUGET SOUND LUMBER FLEET—BOILER EXPLOSION ON STEAMER "CALEDONIA"—SCHOONERS "BLUE WING" AND "ELLEN MARIE" DESTROYED BY THE INDIANS AND CREWS MURDERED—OREGON STRAM NAVIGATION COMPANY—A CATTLE-POWER BOAT ON THE WILLAMETTE—STEAMER "IDAHO"—VICTORIA STEAMERS "HENRIETTA," "HOPE," AND "FLYING DUTCHMAN"—LOSS OF STEAMSHIP "NORTHERNER"—WRECK OF THE "JOHN MARSHALL," "CONSORT," "FLORENCIA," AND "NANETTE"—SIDEWHEELER "ENTERPRISE" ON THE SOUND AS OPPOSITION BOAT—FIRST PROPELLERS BUILT IN THE VICTORIA DISTRICT—BOILER EXPLOSIONS ON THE "CARIBOO" AND "FORT YALE"—STEAMERS "TENINO" AND "OKANOGAN"—CAPTAIN TAYLOR BRINGS THE "ST. CLAIR" OVER OREGON CITY FALLS—LOSS OF SCHOONER "WOODPECKER"—BRIG "PERSEVERE" FOUNDERS OFF FLATTERY—FOURTEEN LIVES LOST ON THE FRASER.



THE MARINE business of 1859 was in a large measure a continuation of the boom of 1858, and, while the steamers on the ocean lines did not keep up the record of the previous year, steam and sailing vessels in all the inland waters of the Northwest enjoyed a splendid season; new steamers were built, combinations were formed, and the foundation for more than one healthy fortune was laid during this period. Early in the year the *Colonel Wright*, the first steamer on the upper Columbia, commenced to run, opening up to settlement a vast domain that prior to this time was almost as inaccessible as the wilds of Africa. The *Colonel Wright* was launched October 24, 1858, at the mouth of the Des Chutes River, and, like most of the pioneers on the steamboat routes, made a fortune for her owners before others could interfere with the trade. She was built by R. R. Thompson and E. F. Coe, who have been mentioned as having Government contracts on the middle and upper river. They had been carrying freight for Fort Walla Walla from Celilo in bateaux at a rate of \$100 per ton, and were induced by Colonel Jordan, the chief quartermaster, to construct the steamer. When she was completed they reduced the rates to \$80 and made three round trips a week throughout the summer, taking full loads both ways and growing rich more rapidly than they could realize. The *Colonel Wright* made her first trip in April, 1859, and, by connecting with the Oregon Steam Navigation steamers on the middle and lower river, landed passengers in Portland thirty hours after leaving Walla Walla, a feat which was considered remarkable at that time. In May, 1859, the steamer made a reconnoitering tour fifty miles up Snake River, and in 1861 ascended the Clearwater to within two miles of the forks, accomplishing the down-stream run of over three hundred miles in less than twenty-four hours. Thompson and Coe made so much money with the *Wright* that



ROBERT M. THOMPSON

in the spring of 1860 they put the *Tenino* on the same route, afterward pooling both steamers with the Oregon Steam Navigation Company. The *Colonel Wright* was first commanded by Capt. Leonard White,¹ with Capt. E. W. Baughman, pilot. White received a salary of \$500 per month and retained the position for several years. About 1863, after she came under control of the Oregon Steam Navigation Company, Captain Ainsworth concluded that the remuneration was excessive for a steambot captain, and he was succeeded by Capt. Thomas Stump, from the Sacramento River, at a salary of \$300 per month. Coe, Felton, and J. H. D. Gray also had charge of the steamer at different times. She made her last trip in the spring of 1865, in command of Capt. Thomas Stump, who attempted to take her above the Snake River rapids to Farewell Bend. She was eight days in making a distance of about one hundred miles, so she was headed down stream and returned to Lewiston in less than five hours, Captain Stump reporting his explorations as having been of no practical value; but he had taken a steamer farther into the heart of the regions lying to the east than any craft had ever gone before. This completed the achievements of the pioneer of steam navigation on the upper Columbia, and in August, 1865, she was broken up, her engines afterward being placed in one of Joseph Kellogg's steamers. The *Colonel Wright* was 110 feet long, 21 feet beam, and 5 feet hold.

In British Columbia the first steamer built in the province for inland navigation commenced regular trips between Victoria and Fraser River points. This vessel, the *Governor Douglas*, was launched the previous year, but did not make her trial trip until January, 1859. She was followed in May by the steamer *Colonel Moody*, and later by the *Henrietta*, the latter boat having been set



CAPT. LEONARD WHITE

afloat in October and run under sail until the arrival of her machinery. The *Governor Douglas* was the first steambot venture in British Columbia of that pioneer of the Columbia and Willamette, Alexander Sinclair Murray, and was also the craft which tempted another hero of early navigation in Oregon, Capt. William Irving, to sail under the British flag, where he and his son, Commodore John Irving, afterward made fame and fortune. The *Douglas* was launched in the fall of 1858, the machinery coming from San Francisco on the brig *Willimantic* in December. She was a good-sized stern wheeler, with sixteen-inch cylinders and six-foot stroke, and left Victoria on her first



THE "COLONEL MOODY"
Second steamer built in Victoria district

¹ Capt. Leonard White was one of the first men in Oregon to devote himself to the navigation of its rivers. He possessed the rare faculty of successfully piloting a steamer in unsurveyed channels, and commenced running steamboats on the Willamette River in the early fifties, at which time the head of navigation was at Albany. He was not content to let it long remain so, however, and took his steamer to Corvallis without any difficulty, meeting with a grand reception on his arrival. The authorities presented him with a block of land in the city and were lavish in their promises of business. From that time river transportation to Corvallis was assured to the people of the town and country roundabout. Captain White determined to try the stream still farther up, though from this point it was rather narrow, crooked, rapid, and encumbered with driftwood and logs. Undismayed by these obstructions he took the steamer *Phoenix* as far as Harrisburg in the fall of 1855. He remained on this steamer until the autumn of 1856, when he went to the *Canemah*, running her to Harrisburg, and was afterward pilot on the *Clinton*, which he took as far as Eugene on her initial trip to that point. He commanded different boats on the Willamette until late in 1858, when he was engaged as captain of the new steamer *Colonel Wright* on the upper river, named in honor of Colonel Wright of the United States Army, who was at that time superior officer of a military post at The Dalles. Captain White took the steamer up the Snake River as far as Lewiston, and was the first man to make a landing there. In the summer of 1863 he ran another steamer called the *Cayuse* above Lewiston, going as far as the mouth of the Grand Ronde River. In 1865 he opened navigation farther north and east on the Columbia than ever before. The pioneer craft in these waters was the steamer *Forty nine*, which he operated until his health failed, and toward the close of 1869 he went to San Francisco in the hope of regaining his accustomed vigor. Not obtaining relief he returned to Portland in 1870, and died in the early spring of that year. As a pathfinder in the unexplored waters of the Northwest, Captain White won for himself a lasting name in the annals of steamboating (see also steamer *Forty-nine*, 1865).

trip to Langley, January 27, 1859, with sixty passengers and 110 tons of freight. Soon after her completion, Irving, who was still interested with Murray, went over, bought out the wandering Scotchman, and took command



CAPT. W. I. WAITT

of the steamer, Murray going to Australia to become one of the first steamboatmen in the Antipodes. Under the management of Irving, the *Douglas* was run at different times by Captains Tom Wright, W. I. Waitt,² William Moore,³ and others. She gave good service, and made money until she was succeeded by the steamers *Colonel Moody* and *Reliance*.

The *Colonel Moody* was the eighth steamer to navigate the waters of the Fraser, although the second built for that trade, the others up to that time having been the *Sea Bird*, *Surprise*, *Umatilla*, *Enterprise*, *Maria*, *Eliza Anderson*, and *Governor Douglas*. The *Moody* was owned by the British Columbia Navigation Company, the name under which Irving and Murray operated their steamers. She was launched at Dead Man's Point, May 14, 1859, and was 145 feet long, 27 feet beam, and 4 feet hold, with engines 16 x 72 inches. She was at first commanded by Irving, but was afterward in charge of Insley, Wright, and others. It was on the *Colonel Moody* that Capt. J. H. D. Gray,⁴ afterward a prominent Oregon Steam Navigation Company captain, received some of his early steamboating experience. The *Moody* was faster than any of the steamers yet built for this trade, and she enjoyed a very profitable business until reinforced by the *Reliance*.

In January Victoria received the most important addition to her steam fleet since the arrival of the *Otter*, the steamship *Labouchere*,⁵ which came out

²Capt. William I. Waitt arrived on the Fraser River in 1858, and since that time has always taken a prominent part in steam navigation on Puget Sound and British Columbia waters. He has commanded the steamers *Wilson G. Hunt*, *Eliza Anderson*, *North Pacific*, *Olympia*, and in fact all of the old-time fleet. After leaving the mail boat he ran for a long time as Puget Sound pilot on the Pacific Coast Steamship Company's vessels, and for the past seven years has been running on the West Seattle ferry. Captain Waitt, in his long career on the Sound, has been an active participant in some of the great steamboat races and in the bitterest opposition that ever occurred on the Coast. He is a native of Maine, but came West when quite young.

³Capt. William Moore, better known as "Bill" Moore, who has always been an interesting figure in British Columbia marine circles, was born in Hanover, Prussia, and, after following the sea for a number of years in various parts of the world, arrived at Queen Charlotte's Island in 1852 on the brig *Tepic*, a celebrated old-time opium smuggler. He continued boating in this vicinity with sailing vessels until 1859, when he built the steamer *Henrietta*, which he ran for two years, and then constructed the *Flying Dutchman*, with which he undertook the first trip ever made by a steamer on the Stickeen River, going up with a barge and 125 passengers during the mining excitement in 1862. The steamers *Alexandria*, *J. W. Moore*, *Gertrude*, *Western Slope*, and *Teaser*, all of which were run as opposition steamers on British Columbia routes, were later results of his enterprise.

In recent years Captain Moore has spent considerable time exploring the mining districts of the Yukon River. His steamboat career in the Northwest has been racy and interesting enough to fill a large book, as a few of his exploits mentioned elsewhere will attest.

⁴Capt. J. H. D. Gray, a son of the pioneer William H. Gray, first saw the light at Lapwai, Idaho, March 20, 1839, having been the first male white child born west of the Rocky Mountains. When a young man he went to the Fraser River and there entered the steamboat business as mate and pilot on the *Colonel Moody* in 1860. He ran the steamer *Maria* on Harrison Lake for a short time and then went to the upper Columbia and served as mate on the steamer *Tenino*. He was soon given a command, and was master on the various steamers of the Oregon Steam Navigation Company on the navigable portions of the upper Columbia and Snake. Going to the lower river, he bought the *General Grant* and operated her between Ilwaco and Baker's Bay, the *Grant* being the first steamer on this route. He was also interested in building the *General Miles*, which was used for a while as a tug on the Columbia River bar and took an active part in the development of Gray's Harbor. When the *Queen of the Pacific* stranded at the mouth of the Columbia, Gray went to the rescue with the *Miles* and a lighter, on which he placed the *Queen's* anchor and towed it to deep water, where it was dropped with a twelve-inch cable attached, enabling the men on the ship to get a strain on it and keep the *Queen* from working farther up on the bank. For this service Captain Gray was awarded \$5,000 salvage. He retired from the water several years ago and is at present living in Astoria.



CAPT. J. H. D. GRAY

where he holds the office of Judge of Clatsop County.

⁵Capt. J. W. Keene of Skagit City was one of the arrivals on the *Labouchere*, where he remained until 1863, when, his apprenticeship expiring, he left her and went to the Cariboo mines. In the fall of that year he bought an interest in the sloop *Red Rover* and commenced trading along the Coast. He continued in this business with various sloops for several years, carrying passengers between Victoria, Port Townsend and other points on the Sound, and occasionally piloting vessels to the mill ports. In



CAPT. WILLIAM MOORE

from London and entered the Hudson's Bay Company's service along the northern coast. The *Labouchere* was built at Green's, Blackwall, London, in 1858, and left for her long trip to the new Northwest in the fall of that year, arriving at her destination early in 1859. She was a sidewheel steamer of 680 tons net register, and was two hundred and two feet in length, twenty-eight feet beam, and fifteen feet depth of hold, fitted with oscillating engines of about one hundred and eighty horse-power. Captain Trivette, who afterward brought out the steamer

Princess Royal, came in command of the *Labouchere*, and W. A. Elliott was second engineer, taking charge of her engines on the arrival of the vessel at Victoria. Soon afterward the steamer went into the coasting business, trading with the Indians for the Hudson's Bay Company. When she sailed for the North on her first trip, her crew consisted of John Swanson, commander; James Ward, first officer; W. A. Elliott, engineer; Robert Williams, clerk; James Smith, boat-swain; Peter Wilson, steward; George McKay, interpreter; seven able seamen, six firemen, five woodcutters, carpenter, cook, trader, and two apprentices. The Indian of that period far outclassed his descendants in point of insolence and deviltry, and the men in charge of the steamer had some decidedly racy experiences on their cruises beyond the pale of civilization. On one occasion the Tako Indians went so far as to take possession of



HUDSON'S BAY COMPANY'S STEAMSHIP "LABOUCHERE"

the vessel and threaten the lives of all on board. In one of the old steamer's log-books the following account of the trouble appears:

"At Hoonah, Saturday, August 2, 1862. Crew employed tending the gangways and trading. Indians very troublesome and numerous. From appearances expected a disturbance. At 10:30 Indians refused to trade sea-otter skins under a very exorbitant figure. At 11:00 A. M. lit fires and prepared to start. At 1:00 P. M. the chief of the lower village came on board, and all Indian women left the ship. After much discussion and anger, from the Sitka Indians especially, they refused to trade and forced the gangway, Captain Swanson and Mr. Compton each being seized by about thirty Indians armed with knives, guns and clubs, and were instantly disarmed, about three hundred savages rushing on deck. By order of the captain, the chief officer placed the men under arms with rifles, revolvers and swords, and succeeded in keeping the Indians aft at the point of the bayonet, but dared not fire as it would be the signal for the instant death of the captain and trader. Ordered the crew forward and trained two cannon aft loaded with grape and cannister, which enabled us, after much discussion and with great forbearance on the part of the crew, to effect a parley, and both

sides agreed to discharge arms in the air, our men on the bridge and the Indians on the quarter deck. On the Indians giving two sea-otter skins and the chiefs expressing their contrition, many of them departed, taking the revolvers of the captain and Mr. Compton and retaining possession of them. To please the natives the captain and Mr. Compton entered the chiefs' canoe and paddled around the harbor amidst singing, etc. At 10:00 P. M. succeeded in getting rid of all of the Indians without violence by allowing the interpreter to go ashore with them for two or three hours."

On receiving a hint from the Hoonah chief that hostilities would be resumed the next day, the vessel stole away under full steam at three o'clock the next morning. The *Labouchere* continued in this trade until the latter part of 1865 or the beginning of 1866, when she was granted a subsidy of \$1,500 a trip by the Crown Colony to carry the mails between Victoria and San Francisco. Captain Mouatt was then in command, and before starting from San Francisco she was extensively overhauled and repaired, over \$30,000

having been expended on her hull and machinery. On her first voyage the vessel was lost at Point Reyes (see wreck of *Labouchere*, 1866).

Another important addition to the British Columbia and Puget Sound fleet was the steamer *Eliza Anderson*, built in Portland the preceding year and sent round in March, Captains Wells and Hustler going with her.

In the spring of 1868 he took the schooner *Pioneer* to the Pribilof Islands on a sealing voyage. He was next master of the schooner *Northwester* running to Alaska, leaving her to pilot the United States steamer *Saginaw*, and from 1869 to 1879 was in the employ of the Government, five years of that period having been spent on the revenue cutter *Lincoln*. In 1879 he resigned and retired to a farm near Skagit City, but in the fall resumed his old vocation, taking the tug *Mary Taylor* from the Sound to Astoria. The following year he fitted out the steamer *Favorite* for the Northwest Trading Company and ran her for a year. He afterward served as master or pilot on the steamers *Exangel*, of which he superintended the building, *Eliza Anderson*, *Henry Bailey*, *Leo*, a steam schooner which he took to Alaska, and others. Since 1889 he has made frequent trips to Alaska in the Government service, his last employment having been with the *Richard Rush*, on which he was stationed in Bering Sea during the season of 1894.

W. A. ELLIOTT
Engineer Steamship "Labouchere"

CAPT. J. W. KERNE

Early in 1858 the United States steamer *Shubrick* arrived on the Sound and commenced a career of usefulness in the Government service which kept her name prominently before the public for thirty years. She



WILLIAM H. WIGGINS

came from the East to San Francisco in charge of Inspector De Camp and Capt. T. A. Harris, with J. M. Frazer,⁹ first officer; T. S. Pickering, second officer; T. Winship, chief engineer; T. J. McNamara, second engineer; and W. H. Wiggins,^{*} water tender. The *Shubrick* was the first lighthouse tender on the Pacific Coast, although she was called a revenue cutter when she first made her appearance in 1859. She was built in Philadelphia in 1857 of live and white oak, copper fastened throughout, was brigantine rigged, and mounted three cannon. Her dimensions were: length, one hundred and forty feet; beam, twenty-two feet; depth, nine feet; engine (single), fifty by forty-eight inches. On her first trip to the Sound, Capt. Frank West (now living in East Portland) took command, having been appointed by Capt. John De Camp, at that time Lighthouse Inspector for this district. In June, 1859, the steamer made a cruise to the Cascades with a number of army officers from Vancouver Barracks, headed by General Harney. The party reached Ruckel's Landing without accident, the old *Shubrick* carried them back to Vancouver, and they tell to this day that they went to the Cascades on the first, last, and only ocean-going steamship that ever penetrated so far inland on the Columbia. During her early career on the Sound and in other parts of the Northwest, the *Shubrick*, as local steamers were scarce in those days, in addition to her duties as revenue cutter and lighthouse tender, carried mail, freight, and passengers, and performed any other necessary work. After passing through the perils of the San Juan difficulty with spiked guns, the old *Shubrick* assumed a warlike aspect in 1862 when Victor Smith, Collector for the Puget Sound district, attempted to move the custom-house from Port Townsend to Port Angeles. The Townsend people objected to its removal, and having possession during Smith's absence refused to give up the papers. Lieutenant Wilson then trained the fierce twelve-pounders of the *Shubrick* on the Key City and threatened to wipe it out of existence unless the inhabitants capitulated, which they finally reluctantly did. A warrant was afterward issued for Smith's arrest, but, when the marshal went aboard to serve it, Lieutenant Wilson put him ashore, and the *Shubrick* steamed away. Smith afterward discharged the entire crew with the exception of Captain

U. S. STEAMSHIP "SHUBRICK"
First lighthouse tender on Pacific Coast

⁹Capt. J. M. Frazer was born in Kentucky, left home at the age of nineteen, and after following the sea for many years came to Oregon in 1858 on the old *Shubrick*, settling at Oregon City. He served for some time on the upper Willamette, and was also freight clerk at Oregon City for the People's Transportation Company. He finally made Portland his home, and for many years was in the employ of the Oregon Railway & Navigation Company. His last steamboating was on the *Enterprise*, which he left in 1889. He died at Portland, October 19, 1891.

^{*}William H. Wiggins was born in New York City in 1833, and commenced his marine service on the Hudson River as cabin boy, while learning the trade of engineer, working on ferries and other steamers. He started for the Pacific Coast in 1857 on the United States steamer *Shubrick*, leaving her on arrival at San Francisco, and going to the *Orizaba* as water tender. In 1860 he was for a few months on the steamer *Pacific*, and afterward on the *Brother Jonathan*. He was then for a short time on the Sacramento River, a shipmate of Engineer Houston, who was lost on the *Pacific*, but soon went back to salt water as first assistant on the steamship *Shubrick* for a year, leaving her on Puget Sound, and on returning to San Francisco going as first assistant on the steamships *Pacific*, *Senator*, *Orizaba* and *Ajax*. When Holladay's line was sold to the Mail Company, he left the water and was employed in the San Francisco Mint for three and one-half years, at the expiration of which he joined the steamship *Dakota* as first assistant. He was afterward chief of the steamship *Dakota*, and of the ferry-boats *Antelope*, *J. M. Donahue*, *Tiburou*, *Ukiak* and *San Rafael*, remaining in the ferry service for about six years. Mr. Wiggins was one of the founders of the San Francisco Marine Engineers' Association, and has been an active member since its organization.

Selden⁷ and Engineer Winship. The former continued in command until 1864, when he was relieved by Captain Scammon, who in turn was followed by Anderson, Moses Rogers, Jessen,⁸ Kortz, Everson, and H. M. Gregory, who took charge in 1882 and ran her until she was condemned. Winship was the best known of the engineers on the old steamer, and was succeeded by Nightingale, Scott, Lord, and others. After over a quarter of a century of continuous work in the Northwest, the *Shubrick* made her last trip in December, 1885, and was taken to Mare Island and sold at auction March 20, 1886, to Charles Densbrow of San Francisco for \$3,200.



CAPT. J. W. SELDEN

The steamship *John T. Wright* was built at Port Ludlow in 1859 by William Hammond, making her first trip in May, 1860. She was a sidewheeler, one hundred and seventy-four feet long, twenty-seven feet beam, and ten feet hold, fitted with engines from the burned *Sea Bird*. Soon after completion the steamer was taken to San Francisco, and ran on the Sacramento for a short time in command of Capt. William E. Bushnell,⁹ who was in charge of the *Julia* when she first appeared on the Sound, and was subsequently sold to parties who took her to China, where she burned soon after her arrival. The *Wright* was, with the exception of the *Eliza Anderson*, the first ocean-going steamer constructed on the Coast.

The finest sternwheeler yet built made her appearance on the Columbia and Willamette in 1859. She was named the *Carrie Ladd* in honor of the Portland banker's daughter, and will always be remembered for the important part she played in the organization of the Oregon Steam Navigation Company. The *Carrie Ladd* was launched at Oregon City in October, 1858. She was constructed by John T. Thomas* for Jacob Kamm, Capt. J. C. Ainsworth,

⁷ Capt. J. W. Selden was born in Maryland, July 29, 1832, and came to the Pacific Coast about 1856. In 1862 he was a lieutenant on the revenue cutter *Joe Lane*, and later on the *Shubrick*, stationed a part of the time on the Sound and the rest in San Francisco. In 1864 he returned East, coming out again in 1866 on the revenue cutter *Wyanda* from Baltimore, Md., arriving at San Francisco in December, after a tempestuous voyage of one hundred and eighty-one days. In 1869 he was detached from the *Wyanda* and given command of the revenue cutter *Lincoln*, in which he made a trip to Alaska. From the *Lincoln* he was ordered to the *Reliance*, a topsail schooner, which was afterward sold in Sitka and renamed the *Leo*. He remained with her several months and was then put in charge of the steamer *Oliver Walcott*, which was his last vessel. While in the Government service he never lost an opportunity to render such assistance as lay in his power to mariners running on the Sound, and freely gave them the benefit of the knowledge acquired through his superior opportunities for observing the effects of tides and obstructions to navigation in channels seldom traversed by other seafaring men. He died in Seattle, March 16, 1888.

⁸ Capt. G. M. Jessen was born in Germany in 1840, and went to sea at the age of fourteen. He came to the Pacific Coast in 1860, arriving at San Francisco on a sailing vessel. He was finally given command of the *Shubrick*, after a long term of service on the vessel, and subsequently spent several years as bar pilot on the ocean steamships running between Portland and San Francisco. When these pilots were dispensed with, Jessen took the *Wilmington* and ran her during the early part of the notorious Dunbar regime. After leaving this vessel he went to the steamship *Empire*, in the coal trade between San Francisco and Nanaimo, and a short time ago took charge of the *Willamette*, where he still remains. Captain Jessen ran on the Humboldt line for two years and has commanded steamers on nearly every northern route out of San Francisco.

⁹ Capt. William E. Bushnell was born in Norwich, Conn., in 1822, and began his marine career at the age of thirteen, running on a small coasting steamer owned by his father, plying between Norwich and New York. He continued on his father's vessels until he reached the position of master, and then made a trip to Valparaiso with Capt. Edward Waterman. Soon after his return he joined a New London whaler and spent three years on a cruise, reaching home about the time of the gold excitement in California, and uniting with the Hartford Union Mining & Trading Company, an organization which included one hundred and twenty-two young men, each of whom subscribed \$300. With their combined capital they purchased the ship *Henry Lee* and loaded her with general cargo for California, Captain Bushnell coming out as second mate. The party arrived at San Francisco, September 13, 1849, and subsequently established a store in Sacramento. After a brief visit to the mines, Captain Bushnell returned to the river and secured a position on the steamer *Senator*, leaving her in 1851 to go to the *Antelope*, on which he served as pilot and master until 1854, narrowly escaping serious injury twice on the latter steamer. In 1853, when the *Antelope* took fire, Captain Bushnell was overcome by the heat while engaged in throwing water on the boilers to generate steam to extinguish the flames, and on another occasion, when the boat was in collision with the *Confidence*, he courageously forced his body into the breach made and kept the water out until the steamer was beached. In 1855, when the Honduras Mining & Trading Company was organized, Captain Bushnell was sent to Honduras to look after the interests of the company, but soon afterward went to New York, meeting John H. Scranton, who engaged him to go to Puget Sound to take command of the new steamer *Julia*, which position he assumed on his arrival at Victoria, retaining it a year, receiving while in this service the first pilot's license issued in the Puget Sound district for the Sound, Gulf of Georgia and the Straits of Fuca. He commanded the *Julia* during the San Juan difficulties, and carried many Government officials and troops between the mainland and the scene of the dispute. When the steamer *John T. Wright* was sent to San Francisco, Captain Bushnell was appointed master, and ran her for a year, leaving in 1861 to enter the San Francisco ferry service, where he has since remained.

* John T. Thomas, who built several of the most prominent vessels of the pioneer steam fleet on the Willamette River, was born in England in 1808, and came to America with his parents when ten years of age. His father was appointed superintendent of construction at the Washington Navy Yard by President Monroe, the Naval Board at that time consisting of Admirals Rogers, Decatur and Porter. Young Thomas was educated at the Naval Academy in Blandensburg and in due season entered the navy as a midshipman, but when about to depart for a long cruise his father secured his release from the department, and he became a draughtsman and contractor for river boats. He came to Oregon in 1850, and the following spring built the steamer *Hoosier* and afterward draughted and built the steamers *Canemah*, *Wallamet* and *Shoalwater*. He also constructed the steamers *Carrie Ladd*, *Senator*, *Fannie Patton*, *Success*, and many others. He died in Portland, March 29, 1890, aged eighty-two years. His son, W. R. Thomas, has followed steamboating for many years on the Columbia River and Puget Sound.



WILLIAM NIGHTINGALE

and the proprietors of the steamers *Jennie Clark* and *Express*, each party owning a one-fourth interest, although Kamm was in reality the largest stockholder, as, in addition to his individual share, he was half owner in the *Jennie Clark*, which represented a fourth in the *Carrie Ladd*. Her engines were bought in Wilmington, Del., and were sixteen by sixty-six inches. She was fitted up in first-class style, and on her trial trip February 9, 1859, in command of Ainsworth, made the run to Vancouver in one hour twenty-five minutes, to the Cascades in five hours forty-four minutes, and back to Portland in four hours thirty-eight minutes, a speed which was considered very rapid in those days. The steamer was originally intended for the Oregon City trade, but shortly after her completion the Union Transportation Company, the forerunner of the mighty Oregon Steam



CAPT. WILLIAM K. BUSHNELL

Navigation Company, was formed, and the *Carrie Ladd* secured the largest share given to any one steamer in that pool. Having excellent power she found no difficulty in going to the very foot of the rapids at the Cascades. When the *Julia* was brought from the Sound there was a brief spell of opposition on the Cascade route, which was soon ended by the purchase of the *Julia*; and, in the lively days of steamboating in the early sixties, the two steamers ran there alternately, each carrying from two hundred to three hundred passengers at a trip. In 1862, while in command of Capt. James Strang, the *Carrie Ladd* struck a rock near Cape Horn and sank. The passengers were rescued by the *Mountain Buck* and taken to the Cascades. The steamer was afterward raised and resumed her trips, but the tremendous amount of work to which she was subjected during her early career had weakened her, and in 1864 she was converted into a barge. Her engines were used in the *Nez Perce Chief* and her boiler, in after years, in the *Mountain Queen*. As will be seen by the accompanying engraving, the *Carrie Ladd* was similar in many respects to the sternwheelers of the Oregon Steam Navigation Company which followed her. She was the nearest approach to a modern river steamer that had yet appeared on the Coast. Her dimensions were: length, one hundred and twenty-six feet; beam, twenty-four feet four inches; depth, four feet six inches. The Union Transportation Company, formed in 1859 by Captain Ainsworth, Jacob Kamm, Capt. Richard Hoyt, Capt. Richard Williams, and others interested in the river steamers then

in operation, was more in the nature of a pool than anything else, and secured good results as long as it existed.

On the upper Willamette the steamer *St. Claire* was built by Green C. Davidson and John Davis at Ray's Landing to run opposition to the *James Clinton* and the *Yamhill*. Her owner operated her a few months and then consolidated with the Yamhill Steamboat Company, which was composed of J. D. Miller, E. B. Fellows, George La Rocque, Albert Epperly, John B. Pieltete, and Thomas R. Fields. The company was capitalized at \$12,000. The *St. Claire* people received three-twelfths of the stock, and the boat was laid up. The *St. Claire* never amounted to much, and her chief claim to distinction is that she is the only steamboat that was ever successfully sent over the falls at Oregon City. This feat was accomplished in 1861 with Capt. George W. Taylor in command.

On the Fraser River and Puget Sound, steamboating was good all through the year. In addition to the new steamers, the *Wilson G. Hunt* returned in June, and the *Constitution*, *Enterprise*, *Maria*, and *Otter*, were running regularly. The tugs *Resolute* and *Ranger No. 2* were towing, and the old *Beaver* took a few vessels in and out of British Columbia ports. The steamship *Forwood*, which arrived at Victoria from England by way of San Francisco, entered the coasting trade, but after making a few trips to San Francisco abandoned the field. The *Forwood* was a British tramp steamer of seven hundred tons burden, two hundred feet long, twenty-six feet beam, sixteen feet depth of hold, and was in command of G. P. Lock; D. McKay, first officer; W. G. Lock, second officer; H. C. Lock, third officer; George Greives, chief engineer; Robert Hill, assistant; J. Mair, purser; William Ray, steward. While passing through the Straits of Fuca on her third trip from San Francisco to Victoria a quantity of gunpowder, used in firing salutes, exploded, killing H. C. Lock and William Ray.



JOHN T. THOMAS

The ocean business was performed by the steamships *Northerner*, Captain Dall, the *Pacific*, Captain Patterson, *Panama*, French and Dall, *Columbia* and *Brother Jonathan*, the latter arriving on her first trip under the old name in March. Since her serious difficulty while bearing the name *Commodore*, the California Steam Navigation Company had expended \$37,000 in repairs. She started out in charge of Capt. George W. Staples, and in the service of the Columbia Steam Navigation Company secured a large business on the Northern

route during the Salmon River mining excitement, carrying from 700 to 1,000 passengers at a trip. In 1862 she ran from San Francisco to Portland in sixty-nine hours, which at that date was the best time on record. After Staples was killed in Portland, De Wolfe commanded her most of the time. On June 14, 1865, she collided with the barkentine *Jane A. Falkenberg* in the Columbia River, receiving injuries which it is claimed had much to do with her unseaworthy condition when she met her fate a few days later (see steamship *Commodore* and wreck of *Brother Jonathan*). The *Columbia* ran only as far north as the Columbia River, but the others touched at Victoria and all of the Sound ports. The *Cortez*, Captain Huntington, also made several trips to the Columbia. While the fleet of ocean steamships did not compare with that of the previous season, yet all that were running proved profitable. Victoria had come to the front as a marine center within the year, and the *Colonist*, in setting forth the importance of the city, mentions among the vessels in port, June 25, 1859, the steamers *Otter*, *Governor Douglas*, *Caledonia*, *Colonel Moody*, and *Eliza Anderson*, the ships *Thames City*,¹⁰ *Carnatic*, *Eliza*, and *Ella*, barks *Euphrates*, *Carrie Leland*, and *Cæsar*, brigs *Kate Foster* and *Hamburg*, steamship *Forwood*, and the Government vessels *Tribune*, *Satellite*, *Pleiades*, and *Plumper*.



CAPT. GEORGE W. TAYLOR

In the fall of 1859 the *Enterprise*, one of the pioneers on the Fraser, was taken to Gray's Harbor by Capt. Tom Wright, who is still disgusted with the outcome of this move. After snagging the steamer three times, he finally reached the headwaters of the stream, and, when one of the four settlers who comprised the enterprising population which needed steamboat transportation so badly charged him fifty dollars for a small quantity of butter and eggs, he abandoned the boat and returned to the Sound overland. The *Enterprise* afterward made a trip down the river with some troops and Government freight, for which Wright received a very handsome sum, but not enough to recoup him for the losses suffered by taking her away from a good field to a wilderness where there was next to nothing. The steamer was eventually dismantled and the machinery transported overland to the Sound. Her career was a notable one, and she is said to have received more money for a single run than any steamer ever operated on the Fraser, having been paid \$25,000 for a special trip to Murderer's Bar and return. Another steamer which left Victoria this year was the little *Leviathan*, which was purchased by some Astorians and taken to the Columbia, where she was operated by Sam Sweeney* and Irving Stevens. She attempted the Portland and Astoria run as a passenger steamer, but was too small and slow. In the spring the steamer *Julia*, which had been taken to the Columbia the year before, was brought back to the Sound by Capt. Thomas Mountain. She was put on the Victoria route, and ran there for a few months in command of Captain Bushnell. The United States steamship *Massachusetts* was on the Sound the greater part of the year, and was borrowed for a few trips by Capt. J. M. Hunt while his own mail steamer was disabled.

An international war cloud hovered over the waters of Puget Sound and British Columbia for a few months in 1859, calling for the presence of several war vessels of the nations interested. The trouble has its place in the world's history under the title of "The San Juan Dispute," and was caused by a misinterpretation of the boundary decision of 1846. Some features of the point then at issue had been wrangled over by Vancouver and Quadra nearly seventy years before, and the contentions of Great Britain were at that time far from pleasing to Spain; but she was not strong enough to assert her rights, and the Spanish claims in the Northwest were subsequently ceded to France. Napoleon was too fully occupied with the solution of European complications to successfully develop and protect the French holdings in America, and the Louisiana purchase transferred the boundary contention to the United States, with the vast region, the Northwestern limits of which included the disputed territory. The discoveries made during the early explorations of the Spaniards, and of Vancouver, provided a basis for the treaty of 1846, and the line between the United States and the British dominions was fixed at the forty-ninth



CAPT. IRVING STEVENS

¹⁰The *Thames City* was an emigrant ship and brought out many passengers on this trip. Among them was a genius who edited a weekly paper on the voyage, presenting incidents of life on board in rhyme. The complete file is now in possession of Capt. George Roberts of Victoria. In describing the departure from London, the bard says:

A ship once sailed on a voyage long, with sixscore soldiers, stout and strong,
With married women thirty-one, thirty-four children plump and young.

*Samuel Sweeney was born in England in 1824, and came to California in 1850, working on the Panama steamers for two years. He went to Shoalwater Bay in 1852, and commenced sailing plungers from Ilwaco to Astoria that year. He was one of the first to engage in the oyster trade, and, before taking the *Leviathan* around, ran plungers between points on the bay. He operated the *Leviathan* four years and then sold her, and continued in the oyster and fish business with sailing vessels. He has been off the water for several years and is now living at Ilwaco.

parallel. On the discovery that the extension of this line to the Pacific included a portion of Vancouver Island within the confines of the United States, the wording of the treaty was altered, defining the boundary as follows: "Westward along the forty-ninth parallel of north latitude to the middle of the channel which separates the continent from Vancouver Island, thence southerly through the middle of said channel and of Fuca Straits to the Pacific Ocean." Unfortunately for the peace and quiet of both American and English dwellers in that vicinity in 1859, there were two channels between Vancouver Island and the continent, England claiming that Rosario Straits, next to the mainland, was the channel referred to in the treaty, and the Americans asserting that the Canal de Haro, west of San Juan Island, was the one contemplated. The Hudson's Bay Company had occupied this island for a number of years, using it principally as a sheep ranch, and the immediate cause of the dispute in 1859 was a quarrel between some of their men and an American living on the island. General Harney ordered a company of soldiers to the scene, and England offset this action by sending the man-of-war *Satellite*, Captain Prevost, to guard her interests. The affair created much excitement on both sides of the border, and before it was settled the British war vessels *Plumper*, *Ganges*, *Tribune* and *Satellite*, and the American vessels *Massachusetts*, *Active*, *Jeff Davis* and *Shubrick*, were in the neighboring waters, prepared to uphold the rights and dignity of their respective countries. General Scott was dispatched from Washington to attend to the American side of the case, and Commander Prevost of the *Satellite* represented the British claims. After a careful inquiry into the matter, Great Britain gracefully receded from the position she had taken, and San Juan Island became the undisputed property of the United States.

Notwithstanding the fairly good steamboat facilities on the Sound, sailing vessels continued to increase in number, and all were kept busy. The celebrated Capt. "Jimmy" Jones was running the schooner *Caroline* between Victoria and Olympia, and occasionally made very fast time. Including stops at Steilacoom, Nisqually and Bellview, he sailed one round trip in four days. The *Eclipse*, Captain Barrington, the *General Harney*,¹¹ Captain Roeder, and nearly forty other craft of similar size, were plying the Sound and along the coast of Vancouver Island, among the more familiar being the *Victoria Packet*, which six years later was scuttled by the Cowichan Indians, who murdered the crew; the *Surprise*, wrecked in Barclay Sound a decade later; the *Royal Charlie*, whose crew were subsequently massacred by the savages; the *Black Diamond*, which a quarter of a century afterward narrowly escaped making serious trouble between Great Britain and the United States by her sealing escapade. The *Francis Helen*, Captain Ray; the *Wild Pigeon*, Captain Saunders; the *Elizabeth*, Captain Melvin; the *Cadboro*, Captain Harris; the *Langley*, Captain Dolholte;* the *Harriet*, *Island Queen*, *Kossuth*, *Lallah Rookh*, *Lizzie Roberts*, *Matilda Heron*, *Laura*, *Mary Ann*, *Morning Star*, *Nevada*, *Pronto*, *Rover*, *Reporter*, *Surprise* and *Wild Duck*. The schooner *D. L. Clinch*, Captain Bunker, distinguished herself by taking away the first cargo that left British Columbia for a foreign port. She sailed from New Westminster in December with sixty thousand feet of cabinet wood and fifty barrels of cranberries, consigned to San Francisco. The schooner *Towanda* was running between Victoria and the Sandwich Islands, in command of Captain Keller, one of the old school who is still sailing the ocean. The lumber business of Puget Sound had assumed large proportions, and



CAPT. JOHN DOLHOLTE

¹¹ The schooner *General Harney*, one of the historic craft of the Sound, had quite an eventful career. Her first work was carrying lumber from Utsalady to Port Townsend to be used in the erection of a Catholic church. On her arrival the priest received her with much ceremony, coming aboard to bless the vessel. She was next employed in moving guns and Government troops from Bellingham Bay to San Juan during the discussion of the ownership of that place. In 1860 Capt. H. H. Lloyd took command, and carried brick and lime from San Juan and stone from Port Orchard for the foundation of the Territorial University. She was next in the Victoria trade carrying cattle, and in 1862 Captain Goodell was placed in charge and ran her between Chuckanut and New Westminster as a stone transport until 1864, when Captain Tucker sailed her a while in the general freighting business. Captain Oberg next had her in the Seabeck and Victoria lumber trade, and was succeeded by Chris Williams. In 1872 Lloyd again bought an interest and operated her for the next ten years. In 1876 she caught fire with a cargo of lime and was beached in Appletree Cove. In 1873 most of the material used in the construction of the penitentiary buildings at McNeil's Island was transported on this schooner.

* Capt. John Dolholte, who was master of the *Langley* this year, is still living at Nanaimo, B. C. He was born in Norway in 1819, and began going to sea when a boy. In 1840 he left Norway for New York, and after spending eight years on the Atlantic Coast went to San Francisco in 1849. He commenced coasting on lumber vessels in the Northwest, and in 1853 bought a small schooner, ran her until 1857, and then took command of a lumber ship, which he subsequently left to go to the Fraser River mines, where he was unsuccessful. He eventually returned to Port Townsend and took charge of the schooner *Langley*, and afterward worked up a fine business supplying the war vessels at Victoria with coal, which he brought down from Nanaimo. Captain Dolholte continued in this vocation until 1861, when he went to Nanaimo and settled on the island known as Jacks Point. He had first visited this locality to store some goods which he could not dispose of during a trading expedition among the miners, and being pleased with the surroundings applied to the Government for a title, which he secured about ten years ago, afterward selling to the Vancouver Coal Company for several thousand dollars, but retaining a life lease in the property at a yearly rental of twenty-five cents. Captain Dolholte retired from the water several years ago, but still takes a lively interest in the development of the marine industry.

the fleet arriving at Victoria and ports on the Sound with cargo all loaded lumber for the return trip, Teekalet, or as it is now called Port Gamble, doing the largest share of the business. The fleet in this traffic for the year included among others the ships *King Phillip*, Captain Rollins; *Arab*, Captain Eldridge; *Amos Lawrence*, Captain Nickerson; *Horsburgh*, Captain Oakes; *Georges*, Captain Slatter; *Morning Glory*, Captain Hobbs; *Crest of the Wave*, Captain Nickerson; *Alice Thorndyke*, Captain Thorndyke; *Thames City*, Captain Glover; the barks *Frowning Beauty*, Captain Smith; *Fanny Major*, Captain Woodley;¹² *Hartford*, Captain Morgan; *Jenny Ford*, Captain Moore, and the brig *Sea Nymph*.¹³ The bark *Senator* loaded piles at Sooke for Shanghai, and the bark *Iconium* spars and piles at Seabeck for the Amoor River. Several vessels were in the coal trade to Nanaimo and Bellingham Bay, the firm of Sinclair & Williams of San Francisco purchasing twelve thousand tons of Bellingham Bay coal at \$12.50 per ton, and shipping it to the Bay City in sailing vessels.

The British ship *Gomelza*, Captain Naunton, while loading spars in Hood's Canal, listed over during a gale and sank. She was raised without much difficulty by Captain Blinn, but before getting away with her freight was purchased by Captain Stamp of the Barclay Sound Mills. Her cargo cost originally about \$3,600, and it brought fifteen thousand pounds in Spain. It included a flagpole one hundred and fifty feet long, which Stamp sent as a sample of the timber grown in Northwestern forests. The vessel was afterward renamed and ended her days as the *Somass*. In the fall the bark *Glimpse*¹⁴ ran aground near the entrance to Victoria harbor and was sold to Henry Roeder, who repaired her at Port Ludlow and operated her for a short time afterward. Among the coasters of former years still running between San Francisco and northern ports were the *Ork*, *Live Yankee*, *What Cheer*, *Colonist*, *Langley*, *Persevere*, *Manlust* and *Nahumkeag*. An important addition to the fleet was the bark *Industry*,¹⁵ which arrived from New York in command of Paul Corno, with general merchandise for Portland. The schooner *Faraway*,¹⁶ Capt. George Trofutter, made a record for long passages, being out forty days from Astoria for Yaquina, and finally putting back to the starting point.

A good-sized vessel, the brig *Arago*, was launched at Coos Bay. She was built at North Bend for A. M. Simpson by a man named McDonald and entered the coasting trade, which she followed for several years. With the exception of the steamers previously mentioned this was the most important craft built in the Northwest in 1859.

The boiler of the *Caledonia* exploded November 2, 1859, while on a trip from Victoria to Fraser River, killing the fireman, Charles Green, and injuring Engineer Allen, Fireman Riley, Thomas Burrell, Thomas Alexander and Joe Lewis. Capt. James C. Halsey and five others escaped unhurt. The steamer was badly



CAPT. WILLIAM J. WOODLEY

¹² Capt. William J. Woodley was born in Providence, R. I., in 1825, and commenced sailing on the Atlantic in 1837, remaining in the coasting trade for nine years and then sailing in deep-water ships until 1849, when he came to the Pacific and purchased the steamer *San Juan*, with which he traded along the southern coast. He then spent two years in the mines, and in 1852 took command of the schooner *Sierra Nevada*, which he ran to the Sandwich Islands, but, finding it impossible to build up a profitable trade, left that route and took charge of the brig *Wyandotte*, sailing to Humboldt for three years and then selling her in Valparaiso in 1856. The next two years he spent in the brig *George Emery*, plying to Humboldt, Coos Bay and the Columbia River, and in 1858 he purchased an interest in the bark *Fanny Major*, operating her in the Puget Sound and Mexican trade. Since that time he has been running north on the *Janette*, schooner *Dashaway*, brigs *Hidalgo*, *Colorado* and *Willimantic*. When the steamer *Olympia* was placed on the Humboldt route, he joined her as pilot with Captain Thorn. Since 1878 he has remained ashore the greater part of the time, and is at present living in San Francisco.

¹³ The brig *Sea Nymph*, which arrived at Victoria this year, was twelve months on the way out from England. The captain and both of his mates drank heavily during the voyage, and they coasted all the way out, in order not to lose themselves. When off the coast of Mexico the passengers decided to relieve them of further responsibility and turned the navigation of the ship over to a lawyer named Courtney. He made a very fair success of the business, bringing her safely into the Straits, where she was met by a pilot. The owners of the vessel presented Courtney with his passage money, and Lloyds also remembered him substantially. From Victoria the brig went to Port Gamble for a cargo of lumber, and while there the captain had an attack of the "tremens" and shot himself in his cabin. The bark was then purchased by Capt. A. S. Murray for \$8,000, and he loaded his new steamboat for the Antipodean rivers and started on his long voyage, a crowd of his friends going out to Esquimalt to see him off.

¹⁴ The bark *Glimpse* was built at Newbury, N. Y., in 1856. After being released from the rocks at Clover Point she was put in the coasting trade, following it for thirteen years. In 1873 she was purchased by Henderson & McFarlane of New Zealand and registered under the British flag. They paid \$12,000 for the vessel and operated her three or four years in the inter-colonial traffic. She was next sold to J. M. Dargaville, who ran her two years in the China trade and then sold her to Stone Bros., Dunedin, New Zealand. The new owners sailed her in the Australia and Puget Sound lumber business, where she continued until 1881, when she foundered 240 miles off the coast of Australia, while en route from Puget Sound to Melbourne. The captain, his son, two mates and the cook were drowned.

¹⁵ The bark *Industry*, which arrived this year, was built at Stockton, Me., in 1858, by her master, Paul Corno, who had sailed the schooner *Susan Abigail* for a time and made a great deal of money. Finding this vessel too small, he went East and secured the *Industry*. With him as mate came M. D. Staples, who afterward became a well known bar pilot and tugboatman. Corno did a thriving business until the *Industry* was lost on the bar in 1865 (see wreck of *Industry*, 1865). She was a smart sailer of about three hundred tons, with the following dimensions: length, one hundred and eight feet; beam, twenty-seven feet; and ten feet six inches depth of hold. In her day she was looked upon as a good-sized vessel for the port of Portland, and in mentioning her return from a trip in 1864 the *Oregonian* says: "She came well freighted, and under the skillful management of Pilot Gilman had no difficulty in entering the Willamette, drawing twelve feet."

¹⁶ The *Faraway*, built at Essex, Conn., in 1848, was one of the smallest schooners that came out from the East before the people on this coast began to build their own vessels. She was sixty-seven feet long, twenty feet beam, and six feet five inches hold, registering seventy-seven tons.

wrecked and drifted helplessly in the gulf for twenty-eight hours before she finally went ashore near Orcas Island. The hull was afterward repaired and the craft put in commission, but a few years later another boiler gave way, abruptly terminating the career of this pioneer.

The small schooner *Rose of Langley* foundered in the Straits of Fuca, February 22d, and Alexander Hume and James Marshall were drowned. The schooner *Rambler*, Capt. A. J. Tutbill, sailed from Neah Bay, December 21st, consigned to William F. Walton & Co., San Francisco, with a cargo of oil, peltries, etc., which she had secured in a trading voyage north. No trace of the crew, consisting of four men, was ever found, but the vessel came ashore a few miles below the mouth of the Columbia during the following March.

The northern Indians, who two years before had murdered ex-Collector of Customs I. N. Ebey, were guilty of another dastardly crime in 1859, destroying two schooners and massacring their crews. The *Blue Wing*, owned by Ernest Schroter of Steilacoom, and the *Ellen Maria*, Captain McHenrie, left Steilacoom for Port Townsend, January 25th, and for months no trace of them could be discovered. In April an Indian reported at Steilacoom that a small vessel had been destroyed at Vashon Island and her crew killed; this rumor was followed up until the particulars of the horrible affair came to light. As the *Blue Wing* was passing the north end of Vashon Island she was attacked by a party of ten Indians and five squaws, who murdered the crew and plundered and scuttled the schooner. They afterward attacked the *Ellen Maria*, and Captain McHenrie ordered them away as they attempted to board the vessel, and when they refused to leave fired on them, killing a brother of Hydah Jim, the leader of the pirates, and wounding another Indian. The savages retreated, but returned at midnight while the schooner was lying at anchor, murdered all hands and burned the schooner. Another Indian outrage, which fortunately did not result in loss of life, was perpetrated on the brig *Swiss Boy*. The vessel, in command of Captain Weldon, sailed from Port Orchard for San Francisco, January 28th, sprung a leak January 31st, and put into Nitnat Sound intending to beach and repair. The next day she was boarded by several hundred Indians, who stripped every particle of rigging from the vessel, sent the mainmast over the side, pillaged the cabin and robbed the sailors of their clothing. The entire crew were held prisoners for several days, but finally escaped and reached Victoria on the schooner *Morning Star*, Capt. Hugh McKay. H. M. S. *Satellite*, which was lying at Esquimalt at the time, was sent to punish the miscreants. Some of the plunder was recovered, and the chief was arrested and taken to Victoria, much to the surprise of the natives, who had entertained the belief that the "George's men," as they called the English, would be much pleased to have them do away with a "Boston ship." Captain Prevost gave them some emphatic warnings against a repetition of the offense, and after a short term in the Victoria jail the chief was permitted to depart.

The American clipper ship *Northern Eagle*, a Newburyport vessel of 664 tons register, in command of Capt. Thomas McKinney, came into Esquimalt from San Francisco, September 21st, with about twenty tons of miscellaneous freight for Victoria, intending to discharge the next day and go to one of the Sound ports for lumber. That night she caught fire, was burned to the water's edge, nothing being saved from the wreck. It was surmised that the crew had a hand in the application of the torch, but it was not proved, and they returned to San Francisco on one of the ocean steamships. The bark *Mary F. Slade*, which had been added to the Balch & Webber line of packets during the year, was wrecked near Cape Mendocino, September 6th. She was *en route* to San Francisco from Steilacoom with a cargo of lumber, and was thrown on the beach in thick weather by a tremendous swell. The crew escaped, but the vessel was a total loss.

Paramount to all other marine enterprises which had been projected in the Northwest was the formation of the Oregon Steam Navigation Company, which, from the date of its inception in 1860, was a money-maker, and in a very few years the small fleet of what, in this day and age, would be called insignificant steamers, swelled into proportions that made that company the financial wonder of the generation in which it flourished. The original fleet was succeeded by magnificent ocean steamships and palatial river and sound steamers, any one of which cost more than the value of the entire fleet at the time of the organization of the company. Skillful management of the grand opportunities for business on the waterways of the Northwest accumulated the money with which one of the best paying railroad properties in the world was constructed. Nearly all of the pioneer steamboatmen of the Columbia and Willamette were interested to some extent in the Oregon Steam Navigation Company, but probably more credit is due to Jacob Kamm and Capt. J. C. Ainsworth¹⁷ than to the others who

¹⁷ Capt. J. C. Ainsworth was born in Springborough, Warren County, Ohio, June 6, 1822, and on the Mississippi River received his first lessons in the profession which afterward made him famous. After becoming of age, he rose quickly to the position of pilot, and subsequently to that of master on a passenger steamer plying between St. Louis and up-river points. It was while in this service that he first heard of the gold discoveries in California and of the wonderful possibilities for labor and capital in that faraway land. He journeyed to San Francisco in 1850 with William C. Ralston, and soon after his arrival went to Oregon to take command of the *Lol Whitcomb*. His life in the Northwest from this time until he retired nearly thirty years afterward is inseparably associated with the marine pursuits with which this history deals, and to his thoroughly practical knowledge of all of the details of steamboating and his rare business judgment was due the marvelous success achieved by the great transportation company, in which he was the leading spirit from the time of its inception until it was finally merged into the Oregon Railway & Navigation Company. While Captain Ainsworth made for himself a reputation as a remarkable financier among the money kings on both sides of the continent, yet he always remained a firm friend of the laboring classes. Retrenchment, with him, never commenced with the reduction of salaries, and haggling over a few dollars with this or that man was a policy he despised. "Give the boys good salaries" was a sentiment which he always expressed, and the "boys," since grown gray in laboring for less appreciative masters, will never forget the kind-hearted employer who appreciated good service and acknowledged it in a substantial manner. As an indication of the regard in which Captain Ainsworth was held by the people of the upper country, from whom much of the revenue of the Oregon Steam Navigation Company was derived, an extract from an article published in *The Dalles Inland Empire* after Ainsworth had retired is herewith given: "He has been at all times a gentlemanly public servant, a

were connected with the company at the start. Soon after the *Carrie Ladd* was built, Kamm and Ainsworth met in San Francisco, and while there discussed the situation in Oregon. Kamm had the mail contract on the Oregon City route, and his other partners, Abernethy & Clark, had the handling of a large amount of freight. The result of this consultation was a decision to attempt the consolidation of all of the steamboat interests under one management, in order to reduce the expense of operation and at the same time enable them to secure better rates. Kamm, Ainsworth and Gilman controlled the steamers *Carrie Ladd*, *Jennie Clark* and *Express*, and the first move was to charter the *Señorita* and the *Mountain Buck*. This gave them practically the control of transportation facilities on the Columbia and Willamette, an agreement having been made with Capt. Richard Hoyt of the *Multnomah* that he should have the Astoria route as long as he wanted it.

All of the important details having been perfected, the pool known as the Union Transportation Company was succeeded by the Oregon Steam Navigation Company. As will be seen, Kamm, Ainsworth and their associates had the arrangements in good working order below the Cascades from the beginning, and with little difficulty the steamers *Mary* and *Hassalo* on the middle river were brought into line, while a few on the lower river of lesser importance, like the *Independence*, were either coaxed or whipped in, completing the monopoly as far up as The Dalles. Above this point Thompson & Coe, with the *Colonel Wright*, were enjoying a monopoly of their own, which was paying dividends of a magnitude never equaled by a steamboat before or since; and, as the rush to the interior had already set in, they realized that they were in a position to dictate terms to the big corporation down the stream; for, at the best, it would be many months before the Oregon Steam Navigation Company could equip a steamer to run on the upper river. A generous allowance having been made for the advantages held by the up-river men, they were finally induced to consolidate, and on December 29, 1860, the Oregon Steam Navigation Company was incorporated at Vancouver under the laws of Washington Territory with the following named shareholders, each subscribing the amount of stock set opposite their names: L. W. Coe, 60 shares; R. R. Thompson, 120; J. C. Ainsworth, 40; T. W. Lyles, 76; A. H. Barker, 30; Josiah Myrick, 12; C. W. Pope, 4; Jacob Kamm, 57; J. M. Gilman, 4; George W. Hoyt, 3; Ladd & Tilton, 80; J. W. Ladd, 4; S. G. Reed, 26; Benjamin Start, 19; Richard Williams, 7; total, 542 shares. The superior value of that portion of the new line owned by Thompson & Coe was recognized by giving them a much larger block of the stock than any other faction. Ladd & Tilton, the bankers, had rendered some financial assistance to the owners of the steamers *Mountain Buck* and *Señorita*, and in this way secured an interest in the corporation in which the senior member of the banking firm afterward became quite a power. Two years after the Washington organization it was incorporated under the Oregon laws, with headquarters at Portland, October 18, 1862. The capital stock was placed at \$2,000,000, divided into 4,000 shares, owned as follows: Bradford & Co., 758 shares; R. R. Thompson, 672; Harrison Olmstead, 558; Jacob Kamm, 354; L. W. Coe, 336; T. W. Lyles, 210; J. C. Ainsworth, 188; A. H. Barker, 160; S. G. Reed, 128; Ladd & Tilton, 78; Josiah Myrick, 66; Richard Williams, 48; A. N. Grenzebach, 52; J. W. Ladd, 48; J. M. Gilman, 44; P. F. Doland, 42; E. J. Weeks, 42; S. G. Reed, agent, 40; J. W. Ladd, 40; Joseph Bailey, 36; O. Humason, 34; J. S. Ruckel, 24; George W. Hoyt, 18; Ladd & Tilton, 16; J. H. Whittlesey, 8. The achievements of the Oregon Steam Navigation Company from this period until it was finally merged into the Oregon Railway & Navigation Company form an important portion of the marine history of the Northwest, and will receive due mention in the chronicles which follow. It immediately entered upon a career of marvelous prosperity, which never flagged from the time of its inception, and the company continued to grow in influence and wealth until, from the humble beginning made by the insignificant sternwheelers like the *Carrie Ladd*, the Oregon Steam Navigation Company and its successors had become a power in the money centers of two continents. Whatever may be said about the monopolistic features of the corporation, the fact remains that no similar company ever existed which was so successful in keeping the good will of the people. No worthy traveler was ever refused passage on the Oregon Steam Navigation Company's steamers because he happened to be penniless, and many a man was not only carried free but was given

faithful custodian of the interests of his fellow-stockholders, and the most equitable and merciful of employers. In fine he has been a good friend to friends and a stern foe to enemies. His broad sense of justice has made him the object of an almost filial degree of affection from his employees, and, to his sagacity in making three voluntary reductions of freight rates without compulsion in five years' time, the growth and expansion of the eastern empire are largely attributable." Captain Ainsworth's friendship for his early companion, W. C. Ralston, lasted until the tragic death of the famous banker, and in this connection the following story was told in the *San Francisco Examiner*: "When Captain Ainsworth and W. C. Ralston arrived in California they separated, Ralston remaining in San Francisco to engage in the banking business with Eugene Kelly, while Captain Ainsworth went to Oregon and began steamboning on the Willamette River. Each was successful, and one day Ainsworth saw a chance to increase his fortune if he could become possessed of \$50,000 in cash. He wanted that amount very badly, so he went to San Francisco and called on his old friend, W. C. Ralston, for assistance. The details of the plan were outlined and the necessary money was promptly advanced on a sixty-day note. When Mr. Kelly returned from a trip East, he looked over the affairs of the institution and noted this transaction. He was much displeased with the loan and insisted upon its immediate recall. Ralston defended his action warmly but unsuccessfully, and some words passed between the partners. In the meantime Ainsworth had gone to Oregon, and the customary notice was delayed until the sailing of the next steamer. Ainsworth concluded the deal, cleaned up something like \$100,000 and started the borrowed money homeward within a few days, and the vessel which carried the recall passed the money on its way to the bank. This transaction so angered Ralston that he withdrew from the partnership and opened the Bank of California." Before retiring from the Oregon Steam Navigation Company, Captain Ainsworth invested largely in real estate in Tacoma, and was prominently identified with the construction of the Northern Pacific between the Columbia River and Puget Sound. In 1880 he removed to Oakland, Cal., where he became interested in local banking, and subsequently exploited the famous watering-place at Redondo Beach, expending nearly \$3,000,000 in transforming it into one of the finest seaside resorts on the Pacific Coast. Captain Ainsworth died at his home near Oakland, December 30, 1893, and few if any of the pioneers in the marine business of the Northwest have left a record which will prove more lasting or more creditable.

his meals as well. No ironclad rules prevented the pursers from using their own discretion in cases where an appeal to headquarters was temporarily out of the question, and no injustice was tolerated by the management. The first serious attempt at opposition encountered by the Oregon Steam Navigation Company was from the old steamer *Julia*, which was brought around from the Sound, but was temporarily disposed of with a subsidy and afterward bought outright. Colonel Ruckel built the *Idaho* on the middle river, but she was promptly absorbed, and opposition in this section ceased for quite a while. Jacob Kamm was appointed chief engineer of the company, and during his régime the steamers *Tenino*, *Okanogan*, *Webfoot*, *Celilo* and *Oneonta* were constructed. Capt. Lawrence Coe was appointed manager at The Dalles, and in 1863 went East and purchased the bark *W. A. Banks*, loading her with railroad iron and material for the portage railroad, among the cargo being two locomotives. Soon after his return, Coe sold his interests and went to San Francisco, where he has since resided. The new company entered business under very favorable auspices. Early in its existence the Salmon River gold excitement brought a horde of miners into the country, and the Oregon Steam Navigation Company reaped more of a golden harvest in transporting them than any of the treasure-seekers secured from the mines. The wonderful resources of the new Northwest were now becoming known as they had never been before, and the tide of immigration set in full and strong.

While the organization of the Oregon Steam Navigation Company late in the year was the most important event of 1860, the Willamette River boats and a few others whose owners did not immediately join their fortunes with the big corporation continued to find plenty of business. The steamers *Onward*, *Relief*, *Surprise* and *Elk* were running on the Willamette, with Theodore Wygant as Portland agent for all of them, while Captain Hoyt and his *Multnomah* remained undisturbed in the Astoria trade. The *Express*, in command of Capt. James Strang,¹⁹ was on the Oregon City route, connecting with the Yamhill river steamer *James Clinton*. She met with disaster in the spring, sinking near Oswego, but was afterward raised with little difficulty and continued on the run. Steam vessels had been plying the waters of the Willamette and Columbia for fully a decade, when, in 1860, a genius at Corvallis decided that they were too expensive to operate, so he rigged a craft with treadmill machinery, and cattle and hay for motive power. Coming down stream on the first trip, the vessel ran or rather walked ashore at McGooglin's Slough, where she remained until the cattle had devoured nearly all the fuel. She was finally pulled off by the steamer *Onward* and paddled on down to Canemah, but did not have sufficient power to return, and the skipper was obliged to sell his oxen, and the scow subsequently went over the falls. This method of competing with steamboats has not been tried since. The steamer *Rival* was built at Oregon City by Capt. George Pease, who was her first master. Associated with him were the Dements of Oregon City. She was started on the route between that point and Portland, with the announcement that she had come to stay and keep the rates down, and was not put on with a view to being bought or run off, and her owners were willing to make long-time contracts at the rate of \$2 per ton for freight and 50 cents per head for passengers between terminal points.

The *Rival* made her first trip July 4th from Oregon City to Vancouver, carrying 700 passengers, a load which Captain Pease stated kept him breathing hard from the time he started until he saw them safely ashore. Captain Pease sold his interest in the *Rival*, two months after her completion, to Capt. J. T. Apperson, and from his hands she passed into the possession of the People's Transportation Company. The kind of freight handled a third of a century ago is shown in the following copy of the steamer's manifest, February 4, 1861: "515 boxes of apples, 27 packages produce, 29 boxes eggs and butter, 31 sacks and 66 cases of bacon, 6 packages furs, 1 case fruit trees, 2 bales merchandise, 10 coops chickens." While in the service of the People's Transportation Company, the *Rival* was in command of Capt. E. W. Baughman most of the time, and during her last days was used as a spare boat, to take the place of the *Senator* on the Oregon City route. The dimensions of the steamer were: length, 110 feet; beam, 24 feet; depth, 4 feet 8 inches.

The steamer *Idaho*, still running on Puget Sound, has probably retained her original shape longer and seen more years of actual service than any inland steamer that ever ran in the Northwest. She was constructed at



CAPT. JAMES STRANG

¹⁹Capt. James Strang was born in Carlton, Ill., April 28, 1826, and began steamboating on the Mississippi at a very early age. He came to the Pacific Coast in the fifties and entered the service on the Oregon City route early in 1857, running the steamers *Express* and *Jennie Clark*. From this position he went to the Oregon Steam Navigation Company and ran the steamer *Julia* to the Cascades and the *Fannie Troup* on the Cowlitz line. He remained with the company many years, serving on several of their steamers, and left their employ to become a branch pilot on the river, between Portland and Astoria. He continued in this vocation until the time of his death, July 5, 1899, when the genial old pilot passed away at his post on the bridge of the *City of Topeka*, which he was taking down from Portland. He was in apparent good health up to the last moment, and had nearly reached Tongue Point above Astoria with the steamer when the summons came.

the Cascades in 1860 for Col. John S. Ruckel, and naturally fell into the hands of the Oregon Steam Navigation Company, for whom she proved very profitable. She continued on the middle river long enough to wear out some of the handsomer steamers like the *Daisy Ainsworth* and *Oneonta*, which were built with money earned by the *Idaho*, and in 1881 she was piloted over the Cascades by Capt. James Troup, and, after being repaired and strengthened throughout, was sent around to Puget Sound the following year, where Capt. George D. Messegee was her first master. She was one of the pioneer Oregon Railway & Navigation Company's steamers on Puget Sound, and served on the various routes from Olympia to Victoria in a manner fully as acceptable as that in which she had performed her duties on the placid waters of the Columbia. During the boom days she earned large profits, and while on the middle river she was almost continuously in the command of Capt. John McNulty,¹⁹ but after going to the Sound was in charge of nearly all of the captains in the service of the company in that district. When the Union Pacific succeeded the Oregon Railway & Navigation Company, and Capt. B. F. Pegram became superintendent of its water lines, the *Idaho* was laid up for a while, and then sold to Captain Hastings, who had reached the Sound in charge of the whale-back *C. W. Wetmore*. Captain Hastings had poor success, and it looked for a time as though the old packet would lose her reputation as a money-maker, but, when Capt. D. B. Jackson organized the Northwestern Steamship Company, he bought the *Idaho* and put her on the Port Townsend mail route, where she is still running and making better time than many steamers of less than one-third her age. The *Idaho* is a sidewheeler, one hundred and forty-seven feet long, with twenty-six feet beam and six feet nine inches depth of hold, engines sixteen by sixty inches.



STEAMER "IDAHO"
From a photo taken on her thirtieth birthday

The ocean steamships plying to the Columbia and Sound were the *Cortez*, Captain Dall; the *Northerner*, Capt. W. L. Dall; the *Oregon*, Capt. William H. Hudson; the *Santa Cruz*, Captain Staples; the *Pacific*, Captain Patterson; the *Brother Jonathan* and the *Panama*, the latter running to the Sound and Victoria for a portion of the year only. In November the *California*, in command of Capt. R. Whiting, was operated on the Portland and San Francisco route in opposition to the old line, with J. M. Breck,²⁰ who was purser on the *Northerner* when she was lost, as Portland agent.

The growing importance of the Victoria district was recognized this year by the appointment of a Government inspector, or superintending engineer, as he was then called. Thomas Westcott was the first to occupy the position, receiving his appointment in February, and on the seventh of that month the old steamer *Elisa Anderson* headed the record of inspection. Mr. Westcott tested her boilers, subjecting them to a pressure of forty-five pounds, and allowed her a license to run for a period of four months with a limit of thirty pounds of steam. The second steamer examined was the *Henrietta*, a small sternwheeler, which made her trial trip January 19, 1860, but was not inspected until some weeks later. The hull was built by William Moore in 1859, but through a delay in receiving the machinery her completion was delayed. The *Henrietta* was seventy-six feet long, with engines 8 x 26 inches. She was commanded by her owner and his son when she commenced running on the Fraser, but Capt. Asbury Insley,²¹



CAPT. JOHN McNULTY

¹⁹Capt. John McNulty was born in Dublin, Ireland, March 21, 1830. When a boy he went to sea, and after sailing all over the world landed in Portland in 1852, and on arrival began steambasting on the old *Fashion*. In 1860 he removed to The Dalles, and for over a quarter of a century ran the Oregon Steam Navigation Company and Oregon Railway & Navigation Company boats between there and the Cascades. His career has been exceedingly fortunate and singularly free from accidents. While in the Oregon Railway & Navigation Company's employ he piloted the *R. R. Thompson* over the Cascades and also brought over the large wharf boat which has been in use for so many years at Albina.

²⁰John M. Breck was born in Philadelphia, April 19, 1828, and came to this Coast in the early fifties as purser on the old *Columbia*, the second steamship built for the California and Oregon trade. In 1852 he bought an interest in the steamer *Multnomah*, and was connected with various river boats until 1860, when he accepted a position as purser on the steamship *Northerner*, running between San Francisco, Portland and Puget Sound. After the wreck of the *Northerner* in January, 1861, he was appointed agent of the Pacific Mail Steamship Company at Portland, of which city he is still a resident, and afterward represented Holladay & Flint.

²¹Capt. Asbury Insley, one of the first navigators on the Fraser River, was born in Delaware in 1829 and commenced going to sea when a boy, running on schooners in the Gulf of Mexico. He next joined a Havana packet out of New York, remaining with her until 1848, when he began deep-water sailing. He was cast away in the Mediterranean in 1849, and in 1850 came round to San

Charles Millard, Ned Bullen and James Gerald afterward acquired an interest in the vessel, and Insley succeeded Moore as captain.

Undaunted by her weight of years, the steamer *Beaver* appeared in a new role this year, being fitted with staterooms and operated between Victoria and Nanaimo as a passenger steamer. The *Julia* had returned from her highly successful venture on the Columbia River, and made several trips between Victoria and Sound ports in command of Captain Bushnell. There was vigorous opposition on the Victoria and New Westminster route in the fall when the steamers *Wilson G. Hunt* and the Hudson's Bay steamer *Otter* were pitted against each other, and passenger and freight rates suffered accordingly. The *Caledonia*, which had been rebuilt since her explosion the previous year, was also running to the Fraser. In September Capt. C. T. Millard launched the steamer *Hope*, a stern-wheeler, 95 feet long, at Victoria, and put her on the Fraser River. The steamer *Idaho*, or, as she was afterward called, the *Fort Yale*, was set afloat at Victoria, October 15th. She was built by Capt. Smith Jamieson, a brother of the Jamiesons of Willamette River fame, and began running in November on the Fraser, continuing there until April, 1861, when she came to a sudden end by the first serious boiler explosion which had occurred in the province (see explosion of *Fort Yale*, 1861). The steamer was 110 feet long, 22 feet beam, 4 feet hold, with 14 x 54 inch engines, and a sternwheel 16 feet in diameter.



JOHN M. BRECK

The steam tug *Ranger No. 2*, which had arrived the preceding year, found plenty of business jobbing around the Sound and towing vessels, which appeared in considerable numbers there and in British Columbia waters. As Victoria was the most important port north of the Columbia River, vessels with even a portion of a cargo went there first, and after discharging returned to the American side and loaded lumber. Among the coasting fleet in this trade were the barks *George Krell*, Captain Reum; *D. M. Hall*, Captain Blake; *Cleopatra*, Captain Daggett; *Almatia*, Captain Richardson; *Charles Devens*, Captain Hovey; *Goldhunter*, Capt. Brown; *Leonosa*, Captain Davis; *Glimpse*, Captain Gove; *Architect*, Captain Burr; *Ann Perry*, Captain Ginn; *Vickery*, Captain Callot; *Marie*, Captain Thin; *Daniel Webster*, Captain Stannard; *N. S. Perkins*, Captain Bunker; *Wavelet*, Captain Powell; *Armistice*, Captain Richardson; *I. B. Lunt* and *Constitution*, Captain Foster; and the brig *J. S. Cabot*, Captain Dryden.²² Foreign vessels to Victoria and thence to the Sound were the bark *Senator*, Captain Slocomb, from Shanghai; the ships *Athelstane* and *Heather Belle*, from London; *Hebe*, Captain Harrison; *Red Rover*, Captain Cummings; *Lawson*, Captain Watts, from China; the barks *Kathleen*, Captain Flint; *Hyack*, Captain Mayhew; *Jennie Ford*, Captain Matches; and ship *Georgiana*, from the Sandwich Islands. Local schooners on the Sound and out of Victoria, some of which made occasional trips to San Francisco, were the *Growler*, which John M. Izett²³ had built for Captain Barrington in 1859; the *Black Diamond*, Captain Alle; *Fort Hope*, Captain Forrest; *Shooting Star*, Captain Boyling; *Alpha*, Captain Walker; *Meg Merriles*, Captain Elger; *Blunt*, Captain Baker;²⁴ *Pilot*, Captain Hanson; *Petrel*, Captain Taylor; *Potter*, Captain Harwood, and a



CAPT. ASHBURY INSLEY

Francisco in the ship *Bombay*. He spent several years in the California gold mines, and, when the Fraser River diggings were first heard of, he sailed for the north. On arriving at Whatcom he secured a boat and started for Yale and engaged in freighting, carrying supplies between Hope and Yale. A year of this business enabled him, with Charles Millard, Ned Bullen and James Gerald, to secure the steamer *Henrietta*, which they operated for about two years. They then bought the steamer *Caledonia* and ran her from Victoria to New Westminster. The steamer *Hope* was their next venture. She was used between Hope and Yale, and Insley was on one or the other of the boats all of the time. In 1864 he sold his share in the *Hope* to Millard and purchased an interest in the *Flying Dutchman* with William Moore, acting as captain for a while. He was afterward connected with the building of the *Alexandria*, which he ran until she met with financial difficulties. From the *Alexandria* he went to the *Lilloet*, remaining with this vessel for a number of years. He left her to go on the Stickeen River for a season, and from the Stickeen returned to Victoria and fitted out the *Royal City*, operating her about three years. He was also on the *Onward* for a while with Capt. William Irving, and after Irving's death commanded the boat. He also served on the *Reliance*, *William Irving*, *R. P. Rithet*, *Delaware*, and other steamers.

²²Capt. C. P. Dryden was one of the best known of the pioneer sailing masters on the Sound. He was born in Pennsylvania in 1813 and came to California in 1849, entering the coasting trade soon after his arrival. In 1860 he went to Coos Bay and for a short time had charge of Simpson's tug *Fearless*. He afterward returned to the sailing vessels, and continued in the service up to the time of his death in 1871.

²³John M. Izett of Oak Harbor was born in Scotland in 1831, and served an apprenticeship as ship carpenter, and at eighteen years of age was following the sea in that capacity, finally reaching San Francisco in 1852 on the bark *Molton*. He came to Puget Sound in 1854 and worked as foreman for Thompson, Camono & Grennan of Utsalady, and afterward carried on an express business on the Sound. In 1859 he constructed the famous schooner *Growler* for Capt. Ed Barrington, and followed ship-building until 1873, when he retired to a farm.

²⁴Capt. J. N. Baker was born in Ontario, Canada, in 1824. When a boy of thirteen he commenced his marine career on Lake Erie, receiving master's papers at the age of twenty-one. He acted as first mate on different vessels for eighteen years, but, becoming disgusted with continued ill luck, went to Australia in 1857 and engaged in mining. From there he sailed on a vessel bound for the East Indies and China, and two years afterward shipped for Boston, where he arrived in 1859. In 1860 he made a second voyage to San Francisco, and spent the next three years as mate and master on lumber vessels. He was on the schooner *Blunt* two years, also on the *W. H. Meyers*, and during this period took the bark *Palmetto*, owned by the Western Union Telegraph Company, around to New York. After this service he entered the employ of the Bellingham Bay Coal Company, remaining with them for eight

score of others less well known. Regular liners in the coasting trade were the barks *Glimpse*, which had been refitted since her mishap of the preceding year, the *Vickery*, *Wavelet*, *W. B. Scranton*, *Leonosa*, *Nahumkeag*, and others previously mentioned. The Government surveying brig *Fauntleroy*²⁵ was employed in Northwestern waters nearly all the year. Among the vessels of H. B. M.'s fleet visiting Victoria in 1860 were the gunboat *Forward* and the *Satellite*. The former vessel long after entered the merchant marine on the Coast, and finally ended her days as a pirate on the coast of Mexico (see steamship *Forward*, 1871).

The town of St. Helens, on the Columbia, which had not amounted to much after the Pacific Mail abandoned it, received a visit this year from the schooner *Eclipse*, 305 tons burden, in command of Capt. A. Cammann, from the East with a general cargo. The bark *Rival* and the schooner *W. L. Richardson* arrived at Portland from New York, and, until Mercer established his clipper line several years later, were the last direct charters, as Portland dealers preferred to ship goods in smaller quantities to San Francisco and transport them from there by steamer. A fine steamer named the *Florence E. Walton* was constructed at Coos Bay in 1860 for the coasting traffic, and at Dungeness Capt. E. H. McAlmond²⁶ built the schooner *Rebecca*, which ran in the Puget Sound and Alaska trade for four years, and was then sold to San Francisco parties.

The year 1860 opened with another terrible wreck on the route between San Francisco and the Northwest, the antiquated *Northerner* going to pieces near Cape Mendocino, sacrificing nearly forty lives, and proving that the warning which the loss of the rotten old steamship *General Warren* a few years before had sounded was still unheeded, and that inspection laws were lax indeed, or the tender old hulk would never have been permitted to imperil the existence of so many people. The old steamship *Northerner* had been running on the northern route at irregular intervals for several

years, most of the time in command of either William or Chris Dall. She left San Francisco on her last trip January 4th at 4:30 P. M., bound for the Columbia River and Puget Sound ports. The next day at four o'clock in the afternoon, when about two miles off shore, she struck on Blunt's Reef near Cape Mendocino. At the time she struck the steamer was running twelve knots an hour before a good breeze with all sails set, but the shock seemed too light to be very serious, and Captain Dall sent First Officer French below to see if she was leaking, and directed Capt. Thomas Gladwell, the



WRECK OF STEAMSHIP "NORTHERNER"
From a drawing made by a survivor.

well known steamboatman, who was Columbia River pilot for the steamer, to take the bearings of the rock, as he had passed there many times before and had never discovered it. Soon after the ship swung off she began making water rapidly, and the pumps, which were throwing twelve thousand gallons per minute, could not keep it down so that it would gain less than an inch a minute. When three and a half miles north of Cape Fortunus the engineer sent word that the fires would be extinguished in five minutes, and, as it would be impossible to reach Humboldt bar, Captain Dall determined to beach the ship. The vessel was headed for shore, the engines making about twenty revolutions after she grounded. Heavy seas were breaking over

years. He first commanded the bark *Amethyst*, and next took the ship *Germania*, continuing with her for six and one-half years. In 1886 Captain Baker retired from the water and has since lived on shore, with the exception of occasional trips with the little steamer *Saxanac*, which he bought in 1884. He is now quietly enjoying life on a farm near New Whatcom.

²⁵ The brig *Fauntleroy* was the best known of the vessels, which visited the Northwest, in the United States geodetic service, and her labors extended over a wide range of territory. She made a survey of Gray's Harbor in 1860, and from there went to Coos Bay. Her work for the next few years was along the California shore, but in 1869 she returned North to make soundings in the harbor at Seattle. She then went farther up the Coast, but returned to Seattle in 1872, and in 1874 surveyed Commencement Bay. Capt. James L. Lawson was in command for nearly fifteen years, with the exception of a brief interval while she was in charge of Capt. Charles Willoughby.

²⁶ Capt. E. H. McAlmond of Dungeness was born in Belfast, Me., in 1828, and came to the Coast in 1850. He sailed out of San Francisco as master of the schooner *Ino*, running to Central America, and arrived on Puget Sound two years later as mate of the brig *John Davis*. He was next on the bark *John Adams* from Steilacoom to San Francisco, and from her went to the schooner *Eudorus*. He returned to Dungeness in 1853 and took command of the *John Adams*, and after sailing her for six months abandoned the sea until 1861, when he constructed the schooner *Rebecca* at Dungeness and operated her for four years in the Puget Sound and Alaska trade, finally selling the vessel to San Francisco parties. For the next ten or twelve years he was acting as pilot on Puget Sound and Northern waters. In 1880 he built the schooner *Champion* and ran her for about six years, sealing off the Cape, but afterward sold her to Chief Peter of the Neah Bay Indian tribe. He is at present building a one-hundred-ton schooner to be used in the sealing and cod-fishing trade.

her, so that it was impossible to cut away the masts. A boat was lowered, and First Officer French succeeded in reaching land in safety with all of the women and children except two, one lady refusing to leave the vessel because her brother could not accompany her. Second Officer Birch then started with the old men and one woman, but his boat capsized, and all perished except the latter, Birch and a sailor. The third boat was in charge of Captain Gladwell, but it was soon overturned and nearly all of its occupants were lost. French in the meantime returned to the rescue, but owing to the carelessness of the crew his boat was drawn under the quarter and he was drowned. After a terrific struggle, Engineer O'Neil succeeded in reaching shore with a line, which was the means of saving the lives of several persons. At 1:30 A. M. Captain Dall, Pilot Rogers and Purser Breck started ashore in this manner, after doing all in their power to induce the remaining passengers to follow their example. Mr. Berry, Wells, Fargo's agent, was swept from the line and drowned, and those who clung to the wreck drifted ashore soon afterward on a piece of the deck which detached itself from the steamer. Altogether thirty-eight people perished. The action of the first officer in returning to almost certain death after making his escape was an example of heroism such as is seldom witnessed. He was entreated to remain in safety, but replied that it was his duty to make the venture, and, after leaving his watch and a message for his wife, went to his fate. The passengers presented Captain Dall with a testimonial for the care which they received after the accident. The following is a complete list of the lost—Crew: A. French, first officer; H. Mayhood, third officer; R. A. Nation, first assistant engineer; H. Doyle, fireman; L. Howes, coalpasser; John Desnoyer, carpenter; Mike Darney, Thomas Leonard, W. G. Clark, and Fred Maass, seamen;



EDWARD MCEANEANY

John Grant, messenger boy; Joseph Webster, porter; J. D. Turner, Thomas Connelly, Manuel Suarez, and John Hedden, waiters; Louis Volstadt, first cook; Herman Renkin, second cook; H. Wellington, third cook; a colored barber, and Gladwell, the pilot—Passengers: Berry, Wells Fargo's messenger; Capt. Chris Sweitzer, Samuel Gregg and sister, Messrs. Bloomfield, Hass, Perkins, Taylor, Daly, Hissim, Delschneider, Meeker, Trepsy, Greenshield, E. Rainey, A. Hunter, and C. Thomas. The survivors were: W. L. Dall, master; W. E. Birch, second officer; Thomas O'Neil, chief engineer; J. M. Breck, purser; Joseph Bryant, second assistant engineer; J. D. Cloughlet and Edward McEneaney,* water tenders; R. Loomis, Jerry Barnett, and William Whitby, firemen; Robert Boyd, H. Norton, and F. K. Callaghan, coalpassers; James Launahan, engine storekeeper; Moses Rogers, bar pilot; John Deming, steward; John Paulsea, second steward; Samuel Lewis, steerage steward; José Almaden, pantryman; Richard Hill, baker; Michael Monen, John Power, and G. Stege, waiters; H. Duffey, Henry Otto, Henry Gardner, James Silva, John Daly, Hugh Duncan, Daniel Horrigan, James Weighton, and William King, seamen; G. W. Tew, wife and three children, T. V. Smith, O. Alder, A. G. Balch, G. Vignolo, Miss Jordan, J. A. Wheeler, J. F. Gould, W. Farrell, Fred Freeman, J. J. Ginn, William Reese, W. D. Ray, P. Kelly, J. Quigley, Mr. Estes, A. Hinman, A. B. Robertson, J. H. Henry, H. Bledsoe, Mrs. C. Sweitzer, M. Trenbath, Miss Hartney, H. M. Patrick, J. A. Gallagher, Mrs. Thompson and child, John

Morrill, George Baum, Mrs. Aureau, and four Chinamen, passengers. The *Northerner* was built in New York in 1847 for the Charleston trade, but came round to the Pacific in 1850, and was operated by the Pacific Mail on all of the routes out of San Francisco. At the time of the wreck she had the postal contract north, and received a big subsidy for a semi-monthly service. A few trips before her destruction she was in a collision on the Sound with the tug *Resolute*, receiving injuries to the extent of \$1,500. A long lawsuit was the result, the case being in the courts for years. Meiggs, owner of the *Resolute*, finally won, securing damages for injuries sustained by his vessel.

Other serious marine disasters of the year were the loss of the schooner *Calamet*, which sailed from Shoalwater Bay for the Columbia with seven persons, and nothing was ever found to throw light on their mysterious disappearance. The ship *John Marshall*, from San Francisco for Port Discovery, was caught in a storm off Cape Flattery, November 10th, and was lost with all on board. The Peruvian brig *Florenca*, from Utsalady for Callao, encountered a gale off Cape Flattery, December 8th, and was on her beam ends for three hours. The captain,

* Edward McEneaney, who was one of the survivors of the *Northerner*, was born in Ireland in 1829, and soon after coming to America commenced running between New York and Aspinwall as water tender on the Pacific Mail steamships, most of the time being engaged on the *Illinois*, and leaving that route in 1851 for San Francisco. In June of that year he joined the old sidewheeler *Oregon* as third assistant engineer, remaining there about a year and then going as second assistant on the steamship *California*. In 1860 he shipped on the steamship *Northerner*, which was lost before he had completed the round trip with her. He then ran south from San Francisco, serving on the steamship *Golden City* nearly six years, and was chief of the *Sacramento* for two years. Altogether he was in the employ of the Pacific Mail Company for more than two decades. He left their employ to accept a position on the Central Pacific ferry-boats, on which he ran as chief engineer for fifteen years.

cook, supercargo, and Dr. L. B. Bailey of Victoria, were drowned. The vessel drifted into Nootka Sound, and the rest of the crew escaped. The schooners *D. L. Clinch* and *Morning Star* were wrecked in the Straits in November, and the bark *Ann Perry* in Appletree Cove in December.

The brig *Consort*, Captain McLellan, while *en route* from Honolulu to Port Discovery, was lost in Nootka Sound, November, 1860. The vessel was dismasted by a hurricane October 15th. Jury masts were rigged, and she succeeded in entering the Straits, but was driven off by another gale and went into the harbor at Nootka, where she dragged anchor and stranded. There were nine Kanakas and thirteen whites aboard at the time of the disaster, and all were saved.

On December 23d the British bark *Nanette*, a vessel of about 400 tons burden, in command of Captain Mains, with Capt. William McCulloch,²⁷ mate, was wrecked. She was consigned to Stamp & Co. of Victoria, and had an exceedingly valuable cargo, the invoice showing it to have been worth nearly \$200,000. The bark was one hundred and seventy-five days out from London when she sailed lazily up the Straits on Sunday, December 23d, and struck on Race Rocks with such force that she remained there. A great effort was made to float her, but to no purpose, and she became a total loss.

Notable deaths in the marine profession in 1860 were pilot Broderick, who was drowned off Victoria harbor, Captain Dodd, of the steamer *Beaver*, and Capt. John A. Bull, of the British surveying brig *Plumper*.

Marine business experienced a wonderful development in 1861, and more steamboats were built than in any previous year. The Pacific Northwest was too far away at this period to be much affected by the impending war, which was to disarrange matters so completely on the other side of the Rocky Mountains, and the pioneers continued to construct steamboats and to open up new routes as they had never done before. British Columbia, having no interest in the affairs of the United States, forged ahead in all branches of industry, and nearly a dozen steamers were added to the fleet plying on her rivers and lakes. Early in the year the *Enterprise* was brought from San Francisco by the Curry brothers to run between Victoria and the Sound, to carry the mail under the Parkinson contract. Curry and Jones were in charge during the first few months. Finch²⁸ was purser and D. F. Fee,²⁹ engineer. She entered the field under very favorable auspices, and during the first six months gave the *Eliza Anderson* the hardest opposition that she encountered during the entire ten years of her supremacy. Within a short time, however, a compromise was

effected, and the *Enterprise* became the property of the Hudson's Bay Company for a consideration of about



CAPT. WILLIAM MCCULLOCH



DAVID F. FEE

²⁷ Capt. William McCulloch was born in Ireland in 1827, and went to sea when he was but twelve years of age. In the twenty-one years which he spent on the water before coming to Victoria, he visited every port of importance in the world. When the bark *Nanette*, on which he came to the Pacific Coast, was wrecked, he immediately joined the schooner *Trader*, running North with her for three months. He was subsequently master of the schooner *Alpha* for three years and of the *North Star* for two. He made a trip to San Francisco with the latter vessel during the Civil War, and while entering the harbor was fired on by the *Shubrick*, which had mistaken the *North Star* for a vessel of the enemy because no attention had been paid to her first salute. From the *North Star* Captain McCulloch went to the famous steamer *Fidelater*, which he ran between Victoria and Nanaimo, retaining command for several months. It was while he was in charge that the *Alexander* collided with the *Fidelater*. Captain McCulloch remained at the wheel and alone and unaided succeeded in beaching the vessel. He next made two voyages to the North on the schooner *Black Diamond*. In the latter part of the sixties he was appointed pilot on the ocean steamers entering Victoria, holding that position for six years and meeting with uniformly good luck. In 1874 he entered the service of the Hudson's Bay Company, for whom he handled the old steamer *Otter* eight years, going from her to the steamer *Enterprise*, on which he served for two years. He then took the *Princess Louise* for a short time. When the steamer *Amelia* was brought up from San Francisco, Captain McCulloch took charge and remained with her until 1888. From that time until 1892 he made occasional trips with the *Princess Louise* and *Yosemite*, retiring finally to enjoy a well earned rest.

²⁸ Capt. Duncan B. Finch, who with the Wrights and the Starrs made a fortune out of Northwestern steamboating, was born in Cold Stream, New York, in 1820. Whether his birthplace affected his principles or not we are unable to state, but he was a strict cold-water man all of his life, and no bar was allowed to exist on a steamboat under D. B. Finch's command. Captain Finch commenced his business career on the Hudson, where he was interested in lumbering and in several small vessels running on that classic stream. Realizing the greater advantages offered a young man in a new country, he rounded the Horn in 1849 on the schooner *Jacob M. Ryerson*, which subsequently became a well known coaster. After inaugurating the lumber firm of Finch & Johnson, he went to New York in 1850, but soon returned to the Coast and purchased an interest in the steamer *Weber*, running on the Sacramento River, and shortly afterward built a new boat for that trade. This was too much for the California Steam Navigation Company, and they proceeded to blot the new enterprise out of existence, ruining Finch and necessitating his removal to the North to begin life over again. On his arrival on the Sound he worked as purser for a while, but soon secured an interest in and assumed control of the *Eliza Anderson*. His work from that time until he left in 1872 is identified with the marine history of Puget Sound, and despite his peculiarities no man ever operated a steamboat in a more businesslike manner. There are many Puget Sound pioneers still living to attest his popularity, and they are not all temperance men either.

²⁹ Engineer D. F. Fee was born in Mercer County, Penn. He learned his trade in Pittsburg, and before coming West was steamboating on the Ohio and Mississippi rivers. From New Orleans he went to New York, and in 1851 reached San Francisco, where he served on the old steamship *Sea Bird*, and also on the *Goliath*, *Senator* and other historic craft. He came North to Victoria in 1861 on the venerable *Enterprise* and continued on her at intervals until 1883. He has had charge of the engines on the *Beaver*, *Otter*, *Yosemite*, *Wilson G. Hunt*, and many other steamers. Mr. Fee has retired from the business, and makes his home at Victoria, B. C.

\$60,000. She was put on the Westminster route, making her first trip March 17, 1862, and continued on that run most of the time until 1885, when she met with a serious accident. Captain Swanson was one of her first masters after she fell into the hands of the Hudson's Bay Company. As an indication of the business on the Fraser River at that time, her manifest of a trip from Victoria, April 6, 1863, shows that she carried 250 passengers, sixty tons of merchandise, nine head of cattle and twenty-three pack animals, and this was only one of many equally as profitable. Following Swanson in command came McNeil, Mouatt, Wyldie, Finch, Pamphlet, McKinnon, Lewis, Rudlin, McCulloch, Gardiner, and others. In 1883 she was extensively overhauled and repaired, and ran regularly to Westminster under Captain Rudlin until July, 1885, at which time, while on her way from Westminster to Victoria, she collided with the steamer *R. P. Rithet*. The *Enterprise* received the blow fair on the port bow, and before its force was expended the side of the wheelhouse and the foremast were carried away. The damage was so extensive that she was stripped and abandoned. She was built in San Francisco in 1861 by William Curry and Peter F. Doling. Her dimensions were: length, 134 feet; beam, 27 feet 7 inches; depth of hold, 6 feet 9 inches. She had a walking-beam engine 30 x 72 inches and sidewheels. The *Wilson G. Hunt*, which had been lying for a year in James Bay, was taken round to the Columbia by the Oregon Steam Navigation Company, which at this time purchased every steamer which came into its territory. Those running on the Fraser were for a short time operated under the name of the British Columbia & Victoria Steam Navigation Company. This organization was formed in June, and included the *Colonel Moody*, *Governor Douglas*, *Maria*, *Hope*, *Henrietta*, and *Flying Dutchman*.²⁰ Early in the year Capt. William Irving made the first successful trip to Yale with the steamer *Colonel Moody*. The *Moody* ran the most of the time from New Westminster to Harrison River and Hope, the *Flying Dutchman* and the *Henrietta* on Harrison Lake to Port Douglas, and the *Hope* from Hope to Emery's Bar. The combination succeeded very well for a time, but the inevitable opposition appeared when the steamer *Union*, a small sternwheeler built at Cayoosh Flat by J. Bramley, entered the field against the company. She was in charge of Captain Doane, with John Huntoon, purser, and was launched July 13th, doing a very fair business considering her size, for she was but 70 feet long and 14 feet beam, with 9 x 30 inch engines. Captain Doane left her in 1862, and was succeeded by Captains Deighton, Sprague and Bugby.



CAPT. W. J. DOANE

Three steamers, the *Lady of the Lake*, *Champion* and *Marcella*, were built this year for the growing trade on the lakes tributary to the upper Fraser. The *Lady of the Lake* was not intended for a record breaker in point of speed. She was provided with a pair of engines so small that they were hardly able to make a standoff with a stiff breeze, but with a pressure of one hundred pounds of steam she made her way about the lake rapidly enough for all purposes. The dimensions of the steamer were: length, 72 feet; beam, 15 feet; depth, 4 feet, with engines 6 x 24 inches. The *Champion*, the first steamer on Scaton Lake, was a sternwheeler, 100 feet in length and about 22 feet beam. When first built she was fitted out with very small engines, but in 1863 alterations were made and new ones 12 x 36 inches substituted. The trade in which she was engaged did not require a very fast steamer, and with her 12-inch engines she made a far better showing than the bateaux which had preceded her. The *Marcella*, running on Lilloet Lake in 1861, was a sternwheeler 60 feet long, propelled by a pair of engines 7 x 22 inches. She made her first trip on the lake in May, and continued running for three years, at which time she was found to be entirely too small and slow for the increasing trade and was cast aside. Two new propellers appeared at Victoria in 1861, the first of this class of steamers to be constructed in the province. The *Emily Harris* was set afloat January 3d by Peter Holmes, the builder, for Harris, Carroll & Co. She was followed a few months later by the *Cariboo*, a famous craft in British Columbia history. The *Flying Dutchman* also entered the lists this year. At Sooke a fine schooner, the *Ann Taylor*, was launched in March for the Sandwich Island trade.

The steamer *Emily Harris*, Capt. Alexander Court, left Victoria for Fraser River points on her initial trip March 1st, with eighty tons of miscellaneous freight, and continued in that traffic for several years as a jobbing steamer. She also ran between Nanaimo and Victoria carrying coal, and towing whenever work could be secured. Court was succeeded by Captain Titcomb, the pioneer Victoria pilot; Wallace, Chambers, McIntosh,

²⁰ The *Flying Dutchman* was a small sternwheeler built by William Moore for the Fraser River trade, in the fall of 1860, but owing to a delay in receiving her machinery, which came up from San Francisco on the old bark *Vickery*, did not make her trial trip until January 21, 1861. She was ninety-three feet long, seventeen feet beam, with 12 x 36 inch engines, and was speedy for that period. Moore and his sons ran her for a few years with indifferent success, and in 1864 sold an interest in the vessel to Capt. "Delaware" Insley, a well known character in Fraser River steamboating. The *Flying Dutchman* soon afterward became financially involved and was taken to the American side and purchased by one of the mill companies. But little work was performed by the steamer in these waters, and the engines were removed and placed in the steamer *Linnie*, one of the first sternwheelers constructed on the Sound.

Hewitt, Greenwood and Frain. The latter, an American who went to British Columbia from Coos Bay, was the last in command, meeting death with two companions when the steamer exploded her boiler in August, 1871 (see wreck of *Emily Harris*, 1871). The dimensions of the *Emily Harris* were: length, one hundred feet; beam, sixteen feet six inches; depth, six feet. Her engines were twelve by fifteen inches and drove a propeller four and one-half feet in diameter, with six and one-half feet pitch.

The steamer *Cariboo*, or, as she was afterward called, the *Cariboo and Fly*, had fully as varied and interesting a career as any craft that ever steamed about the waters of British Columbia. She was built in 1861 by Capt. Archibald Jamieson, formerly engaged in steamboating on the Willamette River. Her engines, which were of the oscillating pattern, seventeen by thirty-six inches, arrived at Victoria on the brig *Marcella* from Scotland in May, and the *Cariboo* left Victoria on her first voyage July 26th for New Westminster and Fort Douglas. The initial trip was a success, but on the second, early in August, she met with a terrible accident. Leaving the Hudson's Bay Company's wharf at 2:30 in the morning, she passed down the harbor, and while rounding Shoal Point her boiler exploded, instantly killing Archibald Jamieson, captain and owner; his brother George Jamieson, assistant engineer; William Allen, chief engineer; John Sparks, mate; Dan Foley, fireman; P. Garro, passenger, and an unknown deckhand; injuring Henry Gray, the pilot; John Reed, deckhand; William Tyson, steward; and Aleck Steward, carpenter. The cause of the explosion was never accurately determined, as all those in a position to know were killed in the disaster, but it was generally attributed to low water in the boiler. The verdict of the coroner's jury censured the dead engineer, who had occupied the same position on the *Caledonia*, which was blown up in the Gulf of Georgia two years before. Testimony taken at the inquest elicited the information that on the previous passage, owing to a defective pump, the captain had been compelled to tie up, draw the fires and lift the safety valve. This sudden and terrible end of the new steamer created a great sensation in Victoria, and it was several years before any one made an effort to do anything with the hull, which had been badly racked by the explosion. In 1866 McDougal Brothers of Victoria concluded that there was still some value in the wreck, so they bought and repaired it, and, not wishing to have it handicapped by the former name, they called the new edition the *Fly*. To this change there was some objection on the part of the Government, so as a compromise the name *Cariboo and Fly* was used. The vessel was launched March 5, 1866, and Frain was her first master. The McDougals

kept her but a short time, and she subsequently became the property of Moody, Nelson & Co. From the time of her reconstruction until 1875 she jobbed around the waters of British Columbia, towing and freighting wherever business offered. Frain was succeeded by McIntosh, Devereaux, Wharton, and others. In 1875 Captain Spratt purchased the steamer, and, after refitting her with new machinery, put her on the Northern route in command of Captain Holmes. She continued running here and between Nanaimo and east coast points for about eight years, Capt. George Rudlin having been in charge part of the time. In 1883 the machinery was



STEAMER "CARIBOO AND FLY"

removed and the vessel used as a tender to the *Ark*, which had just been completed. Captain Spratt replaced the machinery in 1885, and September 12th she again steamed out of Victoria harbor, this time with Captain Cavin in command. In 1888 Capt. William Meyer was operating her on the Northern route, and in the autumn, while returning from Skeena River to Victoria with a cargo of salmon, she took a sheer from the course and stranded in Greenville channel. The captain and crew came to Victoria on the steamer *Quickstep*, and the wreck was sold to L. Goodacre for \$2,050, and the 3,250 cases of salmon in the cargo brought \$6,050. The steamer was then floated, taken to Victoria and repaired. In 1892 she was bought by the Royal Canadian Canning Company and left on her first trip to the Skeena, June 21st, in charge of Capt. C. E. Benyon. She continued in use until 1894, and the engraving in this history is made from a photograph taken soon after she was tied up in the fall.

An important change in the ocean service between San Francisco and Northern ports took place in 1861, the Pacific Mail selling out their interests in the North to Holladay & Flint. The six steamships, *Cortez*, *Oregon*, *Sierra Nevada*, *Republic*, *Panama* and *Fremont*, were sold for \$250,000, about the value of any one of them in good order. The *Fremont* was changed into a bark soon after the purchase, but the others continued in their old occupation, officered as follows: *Cortez*, Captains Huntington and Dall; *Oregon*, W. H. Hudson; *Sierra Nevada*, Wakeman;³¹ *Panama*, J. S. Watson. The California Steam Navigation Company was on the Northern route with the *Brother Jonathan*, Captain Staples, and the *Pacific*, Captains Burns and Patterson. Captain Staples³² was killed in Portland by a gambler named Patterson, and his mate, De Wolf, was given command of the ship, and Captain Patterson left the *Pacific* to succeed Captain Fauntleroy on the steamship *Massachusetts*. The pioneer steamship *California* was also in the trade, in charge of Captain Whiting. The *Santa Cruz*, a well known old-timer, was loaned to the Government and fitted up as a revenue cutter, sailing under the name *General Sumner*. The steamship *Pacific*, while on her way down the river from Portland in July, sank at Coffin Rock and came very near remaining there and avoiding the worst marine disaster that ever happened on the Coast. Unfortunately, as it proved subsequently, she was raised after several days' work. The steamer *Express* took the Portland fire engine down to pump the water out, and she steamed to San Francisco for repairs.



CAPT. GEORGE W. STAPLES

All of the minor details of the Oregon Steam Navigation Company having been arranged, its organization was effected, and at a meeting held in January the following officers were elected: J. C. Ainsworth, president; D. F. Bradford, vice-president; G. W. Murray, secretary; J. C. Ainsworth, J. S. Ruckel, L. W. Coe, S. G. Reed and D. F. Bradford, directors. The business of the company on the Cascade route was handled by the *Julia* or the *Carrie Ladd*, with the *Mountain Buck* making occasional trips. On the upper river the *Colonel Wright* made an exploring voyage to the interior, going up the Clearwater to within twelve miles of the forks. She was several days making her way up, but came down a distance of 325 miles in less than twenty-four hours. To accommodate the growing trade on the upper Columbia, the company constructed the steamer *Okanogan*, which, with the *Tenino*, which Thompson and Coe had commenced to build at the time of the organization, gave them abundant facilities for all the business then offering, although it was not necessary to carry a great bulk of freight to make large profits. The *Tenino*, the second boat on the upper river, unfurled the flag of the big company



CAPT. EDGAR WAKEMAN

³¹ Capt. Edgar Wakeman, better known as "Ned" Wakeman, was born in Connecticut in the year 1812, and it is doubtful if any steamship commander ever enjoyed greater or more merited popularity. Inasmuch as a published narrative of his famous exploits on the high seas filled an interesting book of four hundred pages, it is difficult to do him justice in a work of this nature. He first came into prominence by running away from New York in 1850 with the steamer *New World*, bound for the Pacific Coast (see steamer *New World*, 1864). On reaching San Francisco he sailed on the Southern coast and to Australia for a time, and then went back to New York, where Commodore Vanderbilt placed him in charge of the steam yacht *North Star*; but, before he went on board, the United States bench warrant for piracy, in running away with the *New World*, was revived. Through the assistance of Vanderbilt, Wakeman was put on board a California steamer while the marshal was searching for him. On arriving at San Francisco he was engaged by William H. Brown, for whom he brought the *New World* out, to return and perform a like service with the *Surprise*. When he reached the Atlantic seaboard he was arrested on the old piracy charge, but released on bonds. The day the *Surprise* was ready to sail, his bondsmen went into court and gave him up. Wakeman was present, but left the courtroom with the crowd, and, when the officers were sent to bring him before the judge, they ascertained that he was half way to Sandy Hook with the *Surprise*, again bound for California. The steamer made the trip under sail and easy steam in about four months, and on arrival Wakeman received his salary of \$500 a month, but failed to secure the \$10,000 interest in the boat which had been promised. He was next in command of a sailing vessel for two years, and then on the Holladay steamships. While running the *John L. Stephens*, the craft was seized by the Mexicans, and, but for the diplomacy and vigorous action of Captain Wakeman, it would have been confiscated and the crew and passengers made prisoners of war. The owners of the *Stephens* failed to appreciate the valuable service rendered, so the skipper left their employ and took charge of the steamship *America*. In 1862 he went East to bring out the sidewheel steamer *D. C. Haskins*. She sailed from New York, November 15th, and two days later was battered to pieces in the Gulf Stream, Captain Wakeman and eight others alone surviving out of a crew of forty. On reaching the Pacific the Captain spent considerable time at the Sandwich Islands, and in June, 1872, took the steamship *Mohongo*, running between San Francisco and Honolulu; but on his second voyage he was stricken with paralysis, which disabled his entire right side and ended his long and eventful career on the water. Three years after this lamentable misfortune death ended his sufferings.

³² Capt. George W. Staples, well known as a pioneer sailing master and afterward as a steamship captain, was shot in the Pioneer Hotel in Portland by a gambler named Patterson. There was considerable feeling at this time over the war, and Patterson, who was a rabid rebel, made some insulting remarks about the Government, which led to a scrimmage, at the close of which he retreated upstairs, followed by several who intended to have him arrested. He warned them not to follow, and, as he had a reputation as a gun fighter, they were all afraid except Staples, who started to ascend. Before he reached the top, Patterson shot him through the heart. The murderer was acquitted and left Portland for Walla Walla, where he was finally killed in a saloon brawl.

when she entered the water in 1862. She was built at Des Chutes, and ran faster and made more money than any steamer that has followed her on that portion of the Columbia. While this assertion may not be much of a compliment to the steamer's speed, it is saying a great deal for her money-making ability. Her



JOHN GATES*

dimensions were: length, 136 feet; beam, 26 feet; depth, 5 feet 9 inches. The engines, 17 x 72 inches, were new from the shops. John Gates²³ assisted in the construction and was her first engineer. Leonard White was given command at the start, and was succeeded by Charles Felton, E. W. Baughman, J. H. D. Gray, E. F. Coe,²⁴ and Thomas and John Stump. The *Tenino* was operated for all she was worth during the first few years of her existence, and in 1867 was so badly strained that she had to be rebuilt. She served acceptably for about ten years afterward, but finally struck a rock while coming down the river, and, as her hull was old and somewhat decayed, it was decided to remove her engines and place them in another boat, the *New Tenino*. The steamer *Okanogan* was also built at the mouth of the Des Chutes, and during the first few years of her existence was commanded by Capt. Charles Felton, with John Gates, engineer. She ran on the upper river in command of Felton, Baughman, Coe, and Fred Wilson until 1866, when Captain Stump brought her over Tumwater Falls. She was the first steamer that ever made this trip, and the time from Celilo to the mess-house was twenty-seven minutes. She did but little work on the middle river, and in February, 1867, Captain Stump continued the downward journey and piloted her over the Cascades. In shooting the rapids she took a sudden sheer, and, before the veteran could straighten her up, struck a large rock almost in their midst. The

collision tore a big hole in her hull, but the steamer came on safely, leaving as a memento of the accident her name, which has since designated the rock that so nearly caused her destruction. After reaching her destination the *Okanogan* was operated on the Astoria route in command of Capt. James Strang, with William L. Button, engineer, and she followed this trade for several years. Among the various masters during her long career were Captains Snow, Reed, Hughes, Condon, Babbidge and Smith. The opportunities for profit were not so great on the lower river, and the steamer never quite equaled the record made above, which at one time reached a total of \$15,000 for three consecutive trips. The *Okanogan* was a slow-going craft, 118 feet long, 24 feet beam, and 5 feet 6 inches hold. Her power was from a pair of 14 x 60 inch engines, which had previously been used in a Sacramento River steamer. She was ugly in appearance, but during her active existence piled up as many heaps of shining gold as any of the money gatherers owned by the Oregon Steam Navigation Company.



CAPT. EUGENE F. COE

Captain Hoyt continued undisturbed on the Astoria route with the *Multnomah*, although the steamer *Leviathan* was put on the lower river in October, with the intention of running regularly. As she was sixteen

²³ As long as steamers ply on Northwestern waters the name and memory of John Gates will be revered alike by the men in the engine-room and in the pilot-house. The many labor-saving inventions of this quiet genius now in use on steamboats will prove a lasting monument which time cannot efface; and, while the hand of the master has long been stilled in death, many of the handsome and swift steamers which he designed are still speeding along the rivers, and experience has proved that his work will stand the test of years. Mr. Gates was born in Mercer, Me., in 1829, and came to California in 1849. After working there at his trade as a machinist for a short time, he came to Oregon, arriving in 1853. His first work in Portland was as engineer for a sawmill located at the foot of Jefferson Street, but meeting with adversity he soon drifted into the steamboat business, succeeding Jacob Kamm as chief engineer of the Oregon Steam Navigation Company. It was while in this position that his remarkable inventive genius displayed itself, and during the first ten years of his service with this company he took out twenty-seven patents on inventions which have proved invaluable in the operation of steamboats. Perhaps the best known and most thoroughly appreciated of these appliances was the Gates hydraulic steering gear, without which it would be almost an impossibility to handle the big river and Sound steamers of the present day with any degree of proficiency. Beside this an automatic oiler, sectional boiler, spark arrester, ash pan, cut-off valve, thumb screw for holding wheel ropes, and several patents for steam pumps, attest the wide range of his abilities. Among the steamers constructed under his supervision were the *Orient*, *Occident*, *Almota*, *Wide West*, *Daisy Ainsworth*, *R. R. Thompson*, *S. G. Reed*, *Hassalo*, *D. S. Baker*, *Annie Faxon*, *Onconta*, *Harvest Queen*, *Mountain Queen*, *Emma Hayward*, *Henry Villard*, *John Gates*, *Spokane*, *Bontla*, *Welcome*, and *Dixie Thompson*. He was for many years inspector of boilers and at the time of his death in 1888 was Mayor of the city of Portland.

²⁴ Capt. Eugene F. Coe was born in New York in 1842, but came to the Pacific Coast when but a boy. He began steamboating on the upper Columbia with his brother, running for a while as purser but afterward serving as captain of nearly all of the Oregon Steam Navigation Company's steamers on the upper and middle river. Subsequently he went below and ran the *R. R. Thompson* between Portland and the Cascades, and while the Northern Pacific was transferring passengers from Kalama to Portland he had charge of the steamers in this service. He died in Portland, January, 1893, aged fifty-one years.

hours on the way without stops on the first up trip, her owners concluded that she was too slow and abandoned the project. On the upper Willamette the steamer *Unio* was launched at Canemah, October 19th, and went into service on the Yamhill route. The *James Clinton* was also on the same run until she was destroyed by fire, connecting with the *Express* for Portland. The *Union* was built by Capt. J. T. Apperson and was christened without the final "n," but soon afterward passed into the possession of Capt. J. D. Miller, who was patriotic enough to finish the name regardless of the result of the war then pending. She was a small sternwheeler ninety-six feet long, sixteen feet beam, and drew about four feet, loaded. Her power was a pair of 9 x 48 inches engines. In 1865 she became the property of the Willamette Steam Navigation Company and the following year was sold to the People's Transportation Company. Capt. George Jerome commanded her during 1867 and 1868, and Captain Apperson took her again in 1869. Sebastian Miller was also in charge for a short time.



CAPT. CHARLES FELTON

1861 that has never been equaled. The little steamer *St. Clair* was piloted over the falls in December by Capt. George W. Taylor,³⁷ reaching the lower river in good condition and immediately beginning work on the Cascade route. The ease with which the *St. Clair* made the plunge proved that the passage could be safely made, but Captain Taylor and S. R. Smith,³⁸ the Portlanders who demonstrated its feasibility, have never had any imitators.

³⁵ Capt. J. D. Tackaberry, who was among the first steamboatmen who received licenses in the Willamette district, began an interesting career as engineer on the steamer *Eagle*, running to Vancouver in 1861, and after two years at the throttle took out a master's license, and has since been in charge of steamboats on nearly every stretch of navigable water between the Columbia and Alaska. In 1863 he sold his interest in the *Eagle*, which he then owned jointly with George Ham, entered the employ of the People's Transportation Company, running on nearly all of their steamers on the Willamette River, and continued with their successors, and the Oregon Steam Navigation Company, having command of the *Bonanza* for four years, and also of the *Orient* and *Occident*. On the upper Columbia he served on the *Almota* and other steamers, and on the middle river on the *Harvest Queen*. Below the Cascades he was on nearly all of the best boats of the Oregon Steam Navigation Company. In 1876 he took the little *Beaver* from Portland to Victoria, and afterward ran her to Alaska. Before returning to Portland he was on the *William Irving*, and other steamers owned by Irving, on the Fraser between New Westminster and Yale. Prior to and during the construction of the Canadian Pacific Railway he was in charge of several different steamers on the upper Fraser and Thompson rivers. For the past four or five years Captain Tackaberry has been in Alaskan waters, commanding a steamer plying between Wrangel, Juneau and the islands. He returns to Portland each year and makes occasional trips on the Willamette, where he did his first work over thirty years ago. In addition to those previously mentioned, Captain Tackaberry commanded the steamers *Peerless* and *Kamloops* on the North and South Thompson rivers, the *Alaskan* on the Stickeen River, and the *Skuzzy* running from Boston bar to Lytton on the middle Fraser. There are a number of men in the Northwest who have had more years of service, but there are few, if any, whose field of operations has extended over so wide a territory.

³⁶ Andrew J. Knott, Portland's pioneer ferryman, was born at Dayton, Ohio, November 25, 1834. The family came West when he was quite young, and in the fall of 1850 his father inaugurated a ferry service across the Willamette at Portland, in which he was assisted by the present head of the Stark Street Company. The pioneer boat was a scow, propelled by hand, Indians furnishing the motive power. During the first winter a party of emigrants arrived with a number of cattle and wished to cross. When well out in the stream the cattle became restless and crowded to one side, upsetting the scow. The live-stock swam ashore easily enough, but the captain and men were compelled to cling to the sides of the boat until she stranded some distance down stream. To right the primitive craft was found to be a difficult matter, so Indian squaws were engaged to carry sacks of sand, which they suspended on their backs by means of bands over their foreheads; this was piled on the upper side of the vessel until it finally rested on an even keel. Mr. Knott engaged in mining and stock-raising in 1851, and continued in that business for ten years, at which time the elder Knott and his sons purchased the present Stark Street Ferry, with which Andrew has been connected ever since. The company is now incorporated under the title, "Stark Street Ferry Company," of which A. J. Knott is president.

³⁷ Capt. George W. Taylor, better known as the "Commodore," was born in Missouri in 1831, and came across the plains to Portland in November, 1852. His first employment in Oregon was in a sawmill at Milwaukie, and in the Linn City Mills at Oregon City. After working on shore until 1856 he began steamboating as deckhand on the *Jennie Clark*, Captain Ainsworth, going from her to the *Elk*, where he served as fireman. He next purchased an interest in the *Hoosier*, running from Oregon City to Dayton, and on December 7, 1861, bought the steam scow *St. Clair* above the falls at Oregon City and piloted her over the cataract the same day, accomplishing a feat which has never since been attempted. He operated the *St. Clair* between Portland and Oregon City until the spring of 1862, when she was put on the Cascade route. Early in 1864 Captain Taylor took charge of the steamer *E. D. Baker* and ran her until autumn, the next season running the diminutive steamer *Rescue* to Oregon City and the Cascades, and following with the little sidewheel *Pioneer* in 1866. He then retired from the river for six years and engaged in draying in Portland, after which he acquired the little propeller *Commodore Perry* and used her as a towboat for two seasons, then forming a partnership with Fred Congdon and buying the steamer *Oneonta* for the same service. He soon purchased Congdon's interest, and in 1883 constructed the propeller *Oswego*, which he used in connection with his lightering and wood business. In 1889 he purchased the *Salem*, which he employed as an excursion steamer and towboat until 1891, at which time he put her on the Dayton route, where she has since continued, except at intervals while engaged in towing.

³⁸ S. R. Smith of the *Hoosier* has been a conspicuous figure in Northwestern marine circles for forty years and has seen considerable swift-water navigation. He assisted Captain Taylor to bring the *St. Clair* over the falls at Oregon City, was with the *Shoshone* when she came through Snake River Canyon, and took the steamer *Skuzzy* up the Fraser from Yale to Lytton. He is at present residing in Portland, working as a contractor.

Several Government vessels were stationed for a portion of the year at Esquimalt, among them the flagship *Bacchante*, the corvettes *Mutine* and *Hecate*, and the gunboats *Grappler* and *Forward*. The latter was sent up to

Cape Mudge to recover some stolen property from the Hydah Indians, and when its mission was declared the Indians became so hostile that a skirmish ensued, and the commander of the *Forward* dropped a few shells among their canoes and camps before they surrendered their position. Many of their canoes were ruined and several of the tribe killed and injured. It was a lesson they had long needed, and its wholesome effect endured for several months. The steamers *Shubrick* and *Massachusetts* and the revenue cutter *Jeff Davis* represented the United States in the Northwest at different periods during the year. The United States brig *Fauntleroy* spent some time in Coos Bay making a complete survey of the bar and harbor. Capt. Charles H. Willoughby⁹⁹ was with her as sailing master.

The Bellingham Bay coal mines furnished business for several coasters which had previously been dependent on lumber for return freight to San Francisco. Among the number thus engaged were the bark *Amethyst*,¹⁰⁰ which carried away five cargoes with a total of 2,474 tons; the *Vickery*, four, 1,230 tons; the *D. M. Hall*, three, 916 tons; the *Leonora*, three, 512 tons; and the barks *Auckland*, *W. B. Scranton*, *Narramissic* and *Wavelet*, one each, the total aggregating over 2,000 tons,

of which the *Wavelet* carried 878 tons. The Puget Sound lumbering industry attracted many vessels which came from foreign ports in ballast, in addition to those which brought cargoes to Victoria and other ports. This fleet in 1861 included among other craft the ships *True Briton*, *Rebecca*, *Sardinia*, *Massachusetts*, *Edith Rose*, *Angela Bay*, and *Indiaman*; the barks *Huntsville*, *Oak Hill*, *Christopher Mitchell*, *Vernon*, *Florence*, *Kaffir Chief*, *Retriever*, *R. W. Wood*, *Iona*, *Francis Palmer*, *Adelaide Cooper*, *Metropolis*, and *Palmello*; the Chilean barks *Coronel*, *Picade*, *Alberto*, and *I. M. S.*, and the Danish bark *Dan*. The bark *Ork* was sold to the Port Discovery Mill Company in 1861 and entered the lumber traffic. Other barks engaged along the coast were the *Mary*, *Narramissic*, *Nellie Merrill*, *Midas*, *Almatia*,¹⁰¹ *Industry*, *Live Yankee*, and *Samuel Merritt*, the last four regular liners between San Francisco and Northern ports. The barkentines *Jane A. Falkenberg*, Captain Erskine,¹⁰² and *Monitor*, and the brigs *Energy*, *Merchantman*,



CAPT. J. D. TACKABERRY



CAPT. ANDREW J. KNOTT

⁹⁹Capt. Charles H. Willoughby was born in New London, Conn., January 14, 1832, and at the age of twelve years went to sea as a cabin boy, rose rapidly in the ranks, and at the age of twenty-one took charge of a vessel sailing out of New York for Honolulu and Pacific ports. He began running regularly in North Pacific waters in the early sixties, the *Eliza Anderson* having been one of his commands. He was also on the steamship *Dakota*, and for several years was sailing master on the old United States surveying brig *Fauntleroy*. He was at one time master and third owner of the pioneer bark *Narramissic*, one of the best known vessels on the Coast in her day. It was while under Captain Willoughby that the bark exceeded all other long passage records, having been sixty-three days from San Francisco to Port Angeles (see bark *Narramissic*). A few years later Captain Willoughby distinguished himself by saving the schooner *Lolita*, which had stranded on the rocks in Port Townsend Bay and had been given up by the captain. For this act he was presented with a valuable gold watch, and received a handsome sum in cash from the San Francisco Underwriters. Retiring from the water in 1879, he was appointed Indian agent at the Quinalt Reservation, retaining the position until his death, March 6, 1888.

¹⁰⁰The bark *Amethyst*, destined in after years to become one of the notable vessels of the Coast, was built in Boston in 1821 of live-oak, copper fastened, and for the first twelve years of her existence ran as a packet between Boston and Liverpool. The next two decades were spent in the whaling business. She was then operated in the coal traffic on the Eastern coast, subsequently going to China, where she was used in the coasting trade for a few years. She came from there to the Pacific Coast, where she was engaged in transporting coal and lumber until along in the eighties, when she again entered the whaling service, and would probably be sailing the ocean yet had she not met with a fatal disaster on the coast of Siberia.

¹⁰¹The bark *Almatia* was built in Boston in 1857 for the Mediterranean trade, but was afterward sent to China and from there came to this coast. She was registered at the Astoria custom-house in 1862 as owned by B. P. Smith of Portland, Thomas M. Cutter of Boston, and J. W. and J. C. Van Vorhis of Walden, Mass. Abel Richardson, her first master, was succeeded by J. J. Noyes, and Captains Winsor and J. W. Miller also ran her in the coasting trade. In 1873 she was dismantled in a gale off Cape Flattery, towed into Victoria and refitted at an expense of several thousand dollars, after which she loaded lumber at Burrard's Inlet for Australia. On the way out, in tow of the steamer *Maudie*, she ran aground at the entrance to Plumper's Pass, and was so badly damaged that the wreck was sold for \$1,300. The cargo consisted of 330,000 feet of lumber, most of which was saved. The vessel was afterward released by the *Cariboo Fly* and again repaired and set afloat. In 1880 she again came to grief on the coast of China, going ashore while en route from Foo Chow to Shanghai.

¹⁰²Capt. Melville C. Erskine was born in Bristol, Maine, in 1836, and commenced his marine service on the Atlantic as apprentice boy on the ship *Eastern Queen*, running to Liverpool. In 1853 he made a voyage to Australia on the ship *Kate Sweetland*

Ann Bernard, Sunny South, Emily W. Sayburn, Crimea, Sheet Anchor, C. Carnall, Christian and Tanner were also coasting, some of them making voyages to the Sandwich Islands and South American ports. Several schooners for the local service were built on the Sound this year, and with the old-timers comprised a good-sized fleet. Among those not previously mentioned were the *Flying Mist, Grumbler, General Morgan, Hannah, Rubicon, Restless, Winged Racer, Sarah Newton, Ella Florence, Towano, Explorer, Circus, Tolo* and *Katydid*.

At the mouth of the Columbia the schooners *Abe Lincoln* and *Louisa* and the sloop *Fanny* were launched, the latter by Fred Ketchum, who built the *Wave* in 1846. The *Louisa* was run by Capt. P. E. Ferchen,⁴¹ and the *Abe Lincoln* to Shoalwater Bay by George S. Foster. George W. Warren and William Bochau were afterward owners of the vessel and continued to operate her in the same locality. The schooner *Woodpecker*, which came from England, bringing machinery and supplies for the Barclay Sound Mill Company, sailed between Portland and Victoria, and made a few successful trips, but met her fate while crossing out of the Columbia, May 10th, with a cargo of flour, provisions, and 104 head of cattle. The schooner left Baker's Bay at 12:30, May 10th, in charge of Capt. Alfred Crosby, the bar pilot. In attempting to sail out she missed stays and got into the breakers. She let go her anchors, but afterward slipped them and tried to work out, but was prevented from doing so by the flood tide. She finally struck in ten feet of water. The cattle were immediately thrown overboard to lighten the vessel, but by the time this was accomplished she was striking heavily, and the water reached a depth of thirteen inches in the well. This was increased to three feet in less than an hour, and, as she was settling fast, the crew were compelled to abandon her without even securing their personal effects. They were picked up by the pilot boat *California* and taken to Astoria. Vessel and cargo proved a total loss, although the residents in the vicinity of Clatsop beach secured enough flour to last them for several months, and William Chance managed to land one of the cows alive. The *Woodpecker* was a composite schooner and was valued at about \$15,000.

Union Bar on the Fraser River, two miles above Hope, was the scene of a terrible steamboat explosion on the afternoon of April 14, 1861. The steamer *Fort Yale*, Capt. Smith B. Jamieson, while passing this point was blown to pieces, instantly killing five men and wounding several others. The destruction of the boat was so complete that it seems a miracle that any one escaped. Among the passengers was Capt. William Irving, of the rival steamer *Colonel Moody*. Captain Irving was in the pilot-house a few moments before the accident occurred, and when the dinner bell rang offered to steer while Captain Jamieson went below. Jamieson laughingly remarked that he would not trust his boat in the hands of an opposition pilot, so Irving left him and, in company with Messrs. Langley, Stevens, Yale, and Landvoight, Dr. Oliver, Captain Grant, H. S. Alley, purser Barnard and bartender Barry, seated himself at the table. A moment later the explosion occurred. Everything above the deck was razed, and, as the dismantled wreck floated down the river, the few who were still able to render aid extricated the bodies of the dead and wounded from the debris. Those killed outright were: Smith B. Jamieson, captain; James Growler, fireman; Joshua Buchanan, cook; an unknown deckhand, and Samuel Powers, a blacksmith of Hope. The injured were: Thomas King, a deckhand, who lost a leg; James Allison, Captain Grant, Dr. Oliver, J. Langley, and others.



CAPT. CHAR. H. WILLOUGHBY

Engineer McGreavy escaped without serious injury. Captain Jamieson was a brother of Capt. Robert Jamieson, who lost his life when the steamer *Portland* went over the falls of the Willamette, and of Capt. Archibald Jamieson and Engineer Jamieson, who were killed by the explosion of the *Cariboo* a few months later. While

and returned to New York as second mate. In 1856 he was master of the bark *Indian Queen* plying to the Mediterranean, and two years later rounded the Horn to California as mate on the ship *Ocean Belle*, leaving her to take the same position on the famous old coaster *Live Yankee*, which he held for a season, and then joined the *Falkenberg*, serving as mate and master during the next two years. In 1862 he entered the service of the Pacific Mail Company as mate on the steamship *Pacific*, remaining with them until 1865. He was on the *Brother Jonathan* for a time, but left her the trip before her loss and went to Victoria, where he was given command of the *Fideliter*, which he retained until 1868. He was subsequently in charge of the steamer *Alexander*, and was with her and on the steamer *Constantine* until 1875, during that time running the latter as the first regular mail steamer on the Alaska route, sailing from Port Townsend and calling at San Juan Island, Tongas, Wrangel and Sitka. In August, 1875, he went to Philadelphia and brought out the new steamer *St. Paul* for the Alaska Commercial Company, arriving in San Francisco in March, 1877, which at once went on the Alaska route. He continued there until February, 1893, when he was appointed to his present position as pilot on the San Francisco bar. Captain Erskine has had nearly forty years' experience on the Pacific Coast, and during all that period has never lost a man.

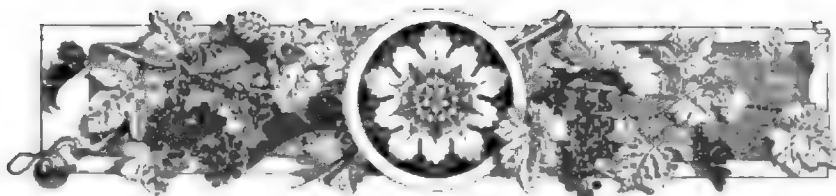
⁴¹Capt. P. E. Ferchen, who was one of the crew of the pilot-boat *California* in 1855, was born in Germany in 1834 and began his marine career in the German Navy. He came to America in 1850 and in 1852 was employed on a towboat on the lower Mississippi, remaining there until 1855, when he came to the Columbia. Upon leaving the bar service he engaged in steamboating, and after working his way up was appointed one of the State pilots, a position in which he has been very successful and which he still fills.



CAPT. MELVILLE C. ERSKINE

the terrible calamities on the *Cariboo* and *Fort Yale* resulted in serious loss of life and property, yet the capsizing of a comparatively insignificant freight scow on the Fraser caused more deaths than both of the steamboat disasters. The scow was owned by Dietz & Bullene, who had been freighting for several months on the river, employing Indians to pull the flatboat up and down the stream. On a down trip in December the boat was overturned at a place known as Three Rifles, in the big canyon, and Captain Bullene, a Norwegian boatman, and twelve Indians, were drowned.

The brig *Persevere*, from San Francisco for Victoria, a rotten old Dutch built vessel whose days of usefulness were over a great many years before she started on her last trip, foundered about forty miles off Cape Flattery in September, 1861. She had been lying idle in San Francisco for many months, and only recently had been hauled out and puttied up for the occasion. As soon as she began to sink the crew rushed for the boats, leaving everything behind them, and the last man was hardly over the rail before she disappeared. The survivors headed for Tatoosh, where they were kindly cared for by the keeper until the arrival of the *Sierra Nevada*, which took them to Portland. The bark *Cleopatra*, a well known vessel in the Northwest, was burned off the coast of Southern California while *en route* from the Sound with a cargo of lumber. The disaster occurred July 1st, and, when the survivors reached San Francisco, the underwriters were dissatisfied with the report and caused the arrest of G. T. Smith, the captain, and Samuel Stanton, the mate, charging them with having set fire to the vessel. An investigation was held, but the men succeeded in clearing themselves. Among the deaths of the year were Captains Smith B. Jamieson, Archibald Jamieson and James B. Jamieson, Capt. George W. Staples, Capt. R. L. Whiting of the Pacific Mail steamers, Capt. John Gibbs of Port Townsend, a well known deep-water man, Charles R. Robson, lieutenant-commander of H. B. M. gunboat *Forward*, and Michael Charlton, engineer of H. B. M. ship *Topas*.





CHAPTER VI.

THE GOLDEN DAYS OF THE OREGON STEAM NAVIGATION COMPANY — THE PEOPLE'S TRANSPORTATION COMPANY—PORTLAND'S FIRST SEASIDE BOAT—HOLLADAY'S \$10,000 A MONTH SUBSIDY—BRITISH STEAMERS "THAMES" AND "DIANA"—CAPTAIN IRVING'S "RELIANCE"—WILLIAM MOORE OPENS NAVIGATION ON THE STICKEEN RIVER — STEAMER "SHUBRICK" VERSUS PORT TOWNSEND — THE OLDEST SHIPMASTER IN THE NORTHWEST—WRECK OF SCHOONER "TOLO," BARK "ANN BARNARD," AND SCHOONER "BRANT" — ESTABLISHMENT OF STEAMBOAT INSPECTOR'S OFFICE IN PORTLAND — WAR AND PEACE BETWEEN THE OREGON STEAM NAVIGATION AND PEOPLE'S TRANSPORTATION COMPANIES—MANY NEW STEAMERS BUILT—THE FIRST STEAMER OVER THE RAPIDS AT CELILO—PIONEER SOUND STEAMERS "J. B. LIBBY" AND "MARY WOODRUFF"—BRITISH COLUMBIA LAKE STEAMERS "PRINCE OF WALES," "PRINCE ALFRED," AND "SEATON"—THE "NARRAMISSIC'S" LONG TRIP FROM SAN FRANCISCO TO THE SOUND—THE STEAMER "NEW WORLD" ARRIVES ON THE COLUMBIA—STEAMERS "CASCADES," "YAKIMA," AND "OWYHEE"—"FANNIE TROUP," "SENATOR," AND "RELIANCE"—THE "MARIA" FORFEITED TO THE UNITED STATES GOVERNMENT — THE "CELILLO" THE SECOND STEAMER OVER THE CASCADES—THE "FIDELATER"—WILLIAM MOORE'S STEAMER "ALEXANDRIA"—CAPTAIN JIMMY JONES' CELEBRATED CRUISE WITH THE "JENNY JONES"—PUGET SOUND STEAMERS "BLACK DIAMOND" AND "PIONEER"—THE TUG "CYRUS WALKER"—VICTORIA'S FIRST PILOT SCHOONER — WRECK OF THE BARKS "IWANOWNA" AND "OCEAN BIRD," AND SCHOONER "CORNELIA TERRY"—BOILER EXPLOSION ON STEAMER "MARY WOODRUFF."



EIGHTEEN HUNDRED AND SIXTY-TWO was the banner year of Columbia River steamboating, and everything which could turn a wheel found abundant and profitable occupation. The principal cause of the rush, which was at this time fairly under way, was the discovery of the Salmon River mines; and every steamship that left San Francisco for the north was crowded to its utmost capacity with gold-hunters hastening to the mines. The fleet running to the Cascades was frequently unable to handle the people who arrived on the ocean steamships, and the portage was blocked with freight for

days at a time. The *Julia*, the *Carrie Ladd*, and later the *Wilson G. Hunt*, were in the Oregon Steam Navigation Company's service as passenger steamers on this route, with the *Rival* and *Independence* operated exclusively for freight and stock. A trip of either of the regular steamers with less than two hundred passengers was deemed light. Some idea may be formed of the vast number of arrivals when it is stated that the steamship *Brother Jonathan*, on a single trip in April, landed one thousand persons in Portland. The Oregon Steam Navigation Company were unable to retain a monopoly of this fine traffic, as a number of opposition schemes sprang up during the year, all tending to divert some of the profits from its coffers. The steamer *Maria* was brought around from the Fraser River to inaugurate a rival system to the upper country, to be known as the Independent Line, but was seized by the Government on a technical charge soon after her advent, and subsequently cut but a small figure in transportation matters. It was



CAPT. ALEX. P. ANKENY

the intention of her owners to have her connect at the Cascades with the steamer *Dalles*, on the middle river, and with the new steamer *Pray*, or *Spray*, as she was afterward called, on the upper river. The last-named steamer

was built in the summer of 1862 at Des Chutes by H. W. Corbett, Capt. A. P. Ankeny,¹ Dr. D. S. Baker, William Gates, and Capt. E. W. Baughman, the latter leaving the Oregon Steam Navigation Company to take command. She was a very profitable boat and paid for herself three times over during the first five months that she was in commission; but in March, 1863, the Oregon Steam Navigation Company gathered her in, as they did everything which interfered with their business on the river. After the change of ownership she was commanded by Capt. Charles Felton until 1864, when Capt. J. H. D. Gray took charge and ran her until 1867, being succeeded by Capt. Thomas Stump.² The *Spray* was a short-lived boat, and, when she wore out, her engines were taken to Portland and placed in the steamer *Orient*, while the boiler was used for a time in the *Josie McNear*. The dimensions of the steamer were: length, 116 feet; beam, 22 feet 9 inches; depth of hold, 5 feet; engines, 14 x 48 inches. Another contestant for the rich traffic of the Columbia was Captain Van Bergen, who secured the mail contract between Portland and The Dalles, and was early in the field with an organization which he termed the People's Line, the steamers *Adelaide* and *St. Clair* performing the service below the Cascades and connecting with the steamer *Dalles* plying above the rapids. The *Leviathan* also ran between Portland and the Cascades for a short time. She was owned by Capt. Richard Hoyt, and was chartered to Mossman & Co. to carry express matter to the Cascades to connect with Van Bergen's steamer on the middle river.

It was late in 1862 before these ventures were fairly under way, and meanwhile the Oregon Steam Navigation Company enjoyed a prosperity beyond all precedent. From figures obtained from the books kept at The Dalles office of the company, the following statement is made: The receipts from passage money on the *Colonel Wright* on the up trips were: March 27th, \$2,625; March 29th, \$2,446; March 31st, \$1,570; *Tenino*, April 9th, \$1,405; *Okanogan*, April 11th, \$3,540; April 15th, \$1,622.30; April 18th, \$1,020; *Tenino*, April 22d, \$3,232; *Okanogan*, April 25th, \$3,630; *Tenino*, April 27th, \$3,289; April 29th, \$2,595; May 5th, \$6,780; *Okanogan*, May 11th, \$2,145; *Tenino*, May 13th, \$10,945; *Okanogan*, May 17th, \$2,265; May 26th, \$6,615. These amounts are for tickets sold at The Dalles office for the up trips only. While the travel down stream was not nearly so large at this period, the pursers on the Lewiston boats turned in cash fares of from \$1,100 to \$4,000 each trip, and the returns from freights were something enormous. One up trip of the *Tenino* in May produced over \$18,000 for freight, fares, meals and berths. There were other sources of revenue which, while seeming insignificant in those days, would be regarded as remarkable at the present time. Among the "extras" was the bar privilege on the steamers, which realized a monthly income of \$1,200 from the *Tenino* and *Okanogan*, while the dispenser of liquors on the *Idaho* contributed \$300 per month for the privilege of catering to the traveler on the middle river.

Among the many aspirants for a share in the golden harvest from the mining excitement was the steamer *Cascadilla*, which appeared on the upper river in the fall under the management of the pioneer W. H. Gray and his son, Capt. W. P. Gray.³ The *Cascadilla*, a diminutive sternwheeler of small power built at Celilo by W. H. Gray, Jacob Kimmel, and James Robbins, was launched in October, 1862, and ran between Celilo and Wallula until the river closed, and in the following spring was taken to Lewiston and operated on the Clearwater between that point and Fort Lapwai, making occasional trips to the mouth of the Asotin River above Lewiston. In the fall of 1863 Gray sold his interest in the steamer to Capt. Leonard White and R. N. White,



CAPT. THOMAS STUMP

¹ Capt. Alexander P. Ankeny was born in Pennsylvania in 1813 and came to Oregon in 1850. He was first engaged in steamboating on the Willamette River at the time of the organization of the Oregon Steam Navigation Company, when he was the principal owner in the steam ferry-boat *Independence*, which he started on the Cascade route in opposition. The *Independence* was an insignificant craft, but anything which could carry freight was valuable in those days, and the Oregon Steam Navigation Company soon made it an object for Captain Ankeny to join forces with them. After selling the *Independence* he was interested in the *Spray* on the upper river, until she passed into the hands of the all-absorbing company, and subsequently embarked in a number of large commercial enterprises ashore, all of which tended to the growth and development of the Northwest, and in which he succeeded in accumulating a fortune. He died at Salem, Or., March 23, 1891.

² Capt. Thomas Stump was born in Nashville, Tenn., in 1829, and came across the plains in 1849 with his father and brother. On arriving in California he began running on a small sternwheeler plying between Sacramento and Marysville in 1850, and shortly afterward entered the service of the California Steam Navigation Company, continuing with them until he was employed by Capt. J. C. Ainsworth to go to Oregon and take charge of the *Colonel Wright*. He was sent to the headwaters of the Snake with the steamer as soon as he arrived, and was afterward in command of nearly all of the upper Columbia and Snake River fleet, remaining in active service until his death, which occurred August 13, 1881, while coming down from Lewiston with the steamer *Spokane*. He was in the pilot-house, and his pilot, Van Pelt, was at the wheel. As they were passing a point about twenty miles below Riparia, Captain Stump, who had been conversing with Van Pelt, suddenly swayed and fell against the pilot, who caught him before he struck the deck. Assistance was immediately rendered, but his death had been instantaneous. In addition to being a thorough steamboatman, he was a genial, warm-hearted fellow, who left a host of friends all over the Northwest.

³ Capt. William P. Gray, the second son of the pioneer W. H. Gray, was born at Oregon City in 1845, and began steamboating with his father on the steamer *Cascadilla* on the upper Columbia in 1862, although he had previously sailed a sloop on the Fraser River. After leaving the *Cascadilla* he served as pilot on the *Colonel Wright* with Capt. Thomas Stump, having been with him when he tried to take the steamer through Snake River Canyon. He ran on several of the Oregon Steam Navigation Company's boats on the middle and upper Columbia, and from there went to the lower river and the upper Willamette and Yamhill. He spent several months navigating the waters of the Stickeen, and has been on several routes on Puget Sound. In 1888 he took the steamer *City of Ellensburg*, the first boat ever taken through Rock Island Rapids, from Pasco to the mouth of the Okanogan River. Captain Gray was on the *U. S. Grant* when she was wrecked at Fort Canby, and has been in several very tight places during his long career, but has always been fortunate with the many steamers he has handled. He is at present living at Pasco, where the *Frederick Billings*, of which he had command when she was in commission, is tied up.

who used the boat principally between Wallula and Priests Rapids, and finally disposed of her to the Oregon Steam Navigation Company, who removed the engines and placed them in a steamer on Clark's Fork of the Columbia. The *Cascadilla* was one hundred and six feet long, eighteen feet beam, and three feet six inches hold, with engines eight by thirty inches.

The Oregon Steam Navigation Company had heretofore experienced no trouble in buying out or whipping in anything that disputed their sway, but the hardest opposition which they had yet encountered made its appearance in 1862, when the People's Transportation Company came into existence. The new organization was an important factor in the river business from the start, and for ten years continued to grow until it assumed proportions nearly equal to its mighty rival in the days of its infancy. Nearly all of the steamboatmen who were not connected with the Oregon Steam Navigation Company were either taken into the People's Transportation Company at its inception, or afterward acquired an interest, but the principals in the formation of the company were the McCullys,⁴ S. T. Church, E. N. Cook,⁵ E. W. Baughman, Stephen Coffin, and J. D. Biles. There were sixty-five stockholders scattered along the Willamette River from Eugene to Portland, and when the organization was perfected the company owned the steamers *James Clinton*, *Relief*, and *Enterprise*. Stephen Coffin was president in 1862, and E. N. Cook and the McCullys, directors. The latter had enjoyed some experience in steamboating through their investment of \$3,000 in the *Clinton* to assert their independence of steambot combines, having been at that time heavy shippers. Flushed with their success in driving all rivalry from the Willamette River, the new company looked for larger fields and decided that they would attempt to secure some of the immense business which the Oregon Steam Navigation Company was handling on the Columbia. They built the steamer *E. D. Baker* to run to the Cascades, and the *Iris* for the middle river, and for a connection above The Dalles used the steamer *Kiyus*. The Oregon Steam Navigation Company started the steamer *Wilson G. Hunt* after them on the Cascade route, and fares and freights suffered accordingly. The *Baker* was a fast boat



S. T. CHURCH

and frequently outstripped her big rival on the run between the Cascades and Portland. The steamboat war continued until the summer following the appearance of the People's Transportation Company, which had succeeded in contracting debts to the extent of \$65,000 in their efforts to establish the opposing line. A reorganization was effected, with David McCully, president; L. S. Parrish, vice-president; T. McF. Patton, secretary; D. McCully, J. S. Parrish, J. D. Biles, E. N. Cook, S. T. Church, and T. McF. Patton, directors. The new officers undertook to raise enough money to clear off the incumbrances and put the business on a sound basis, but, while they were negotiating, W. S. Ladd, representing the Oregon Steam Navigation Company, called on McCully and proposed a compromise which would enable all parties concerned to recoup the losses they had sustained in the contest for supremacy. McCully signified his willingness to exchange the *Iris* and the *Kiyus* on the Columbia for the steamers *Onward*, *Rival* and *Surprise* controlled by the Oregon Steam Navigation Company on the Willamette, and to withdraw from the Columbia River, for a bonus of \$15,000. After some time spent in arguing the matter, the Oregon Steam Navigation Company finally made an offer of \$5,000, which was declined. Each retired for a conference.

The People's Transportation Company's officials secretly decided to accept \$7,500. Much to their satisfaction the Oregon Steam Navigation Company's officials returned with a proposal of \$10,000, which was accepted, and the transfer was soon made.

For ten years following this agreement each of the big corporations kept strictly within the bounds of the territory agreed upon. One of the first additions to the People's Transportation Company's fleet was the new steamer *Senator*, built by Capt. Joseph Kellogg for the Oregon City route; and, as he came into the company with his steamer, the arrangement was very desirable. While the company met with some reverses, and was always troubled to a certain extent by competition, yet it continued to prosper, and the profits were expended in

⁴ David McCully, and his brother Asa A. McCully, were born in the province of New Brunswick, the former in the year 1814 and the latter in 1818. While both were children their parents emigrated to Iowa. In 1852 the two brothers came overland to Oregon and settled at Harrisburg, where they engaged in general merchandising, with which they were quite successful, but were somewhat handicapped by having been compelled to haul their goods part of the way in wagons instead of getting them by steamer, as their rivals farther down the river were enabled to do. An endeavor to remedy this state of affairs was the means of making them prominent factors in the marine business for many years. They started a shipment of fifty tons of freight from Portland on the steamer *Portland* in 1855, with the understanding that it was to be transferred to the *Enterprise* above the falls, and by the latter steamer taken through to Harrisburg. When the *Enterprise* reached Corvallis the citizens of that place threatened to withdraw their patronage from the boat if she attempted to make any other port the head of navigation, and brought so much pressure to bear on Captain Jamieson that he unloaded the goods at that point, a proceeding which aroused the ire of the McCullys, and they at once sought for a boat which they could control. Their success in this undertaking has been already related, and from the time they secured the steamer *James Clinton*, until they retired from the direction of the People's Transportation Company, they made good records as steamboatmen, their policy in all cases being to include as many stockholders as possible in their enterprises without allowing the management to pass from their hands. Both withdrew from steamboating shortly after the Transportation Company ceased to exist, and died near Salem a few years ago.

⁵ E. N. Cook was born in Jefferson County, N. Y., in 1810, and in 1851 started across the plains to Oregon, stopping for a short time at Salt Lake City and then proceeding to the Willamette Valley. He engaged in business at Salem, and, when David McCully was seeking reinforcements to aid in his approaching conflict with the Oregon Steam Navigation Company, Mr. Cook became a willing ally, and remained with the People's Transportation Company as a director from the time of its organization until it passed into the possession of Ben Holladay, when he retired and resided at Salem until his death, May 6, 1879.

improving its steamers and wharves. They constructed the canal and basin at Oregon City, and enjoyed a long period of success, but slightly interrupted, until the completion of the locks at Oregon City by the Willamette Locks & Transportation Company. The People's Transportation Company, having invested a large amount in building a basin above the falls to facilitate the trans-shipment of freight, which would be rendered useless if they patronized the new waterway, refused to change their transportation methods; and the rival company, in retaliation, proceeded to construct the steamers *Willamette Chief*, *Beaver* and *Governor Grover*. The People's Transportation Company owned the steamers *Enterprise*, *Fanny Patton*, *Albany*, *E. N. Cook*, *Alice*, *Active*, *Alert*, *Echo*, *Success* and *Onward*; and, not wishing to risk a prolonged contest, the entire stock of the company was sold to Ben Holladay for \$200,000. Financial difficulties subsequently overwhelmed Holladay, and he was forced to sell to the Oregon Steam Navigation Company, which had already commenced work on the steamers *Orient*, *Occident* and *Bonanza*, to be used on the Willamette. Thus ended the People's Transportation Company, which during its existence had expended over a million dollars for steamboats, docks and improvements.

Owing to the fact that low water between Clackamas Rapids and Oregon City had always caused trouble during certain seasons when there was not sufficient depth for the larger boats, Captain Ainsworth put the steamer *Skedaddle* on that portion of the river in 1862. She was a small steam barge thirty-six feet long, with a seven by twelve engine, built by Capt. George Pease, who also constructed at the same time her exact counterpart, which was to be used without steam. The *Skedaddle* was in charge of Cyrus Locey, and did not stand well enough in the estimation of the inspectors to be permitted to go below the mouth of the Willamette.

A new branch of steamboat business on the Columbia, which in after years assumed great importance, was started in 1862. The population and wealth of Portland had increased to such an extent that its inhabitants sought summer recreation at the seashore, and the *Jennie Clark* was the first regular "seaside" boat from the metropolis. She commenced running weekly to Fort Clatsop, on the Lewis & Clarke River, in July; and, although her crowds were small in comparison with those which in recent seasons have thronged seaward on the *Alaskan*, *Olympian*, *Ocean Wave*, *Telephone*, *Potter*, and other boats, it is a question whether the later-day sojourners find as much enjoyment as did the few who paid fifteen dollars for the round trip on the *Jennie Clark* in 1862. Aside from the occasional trips of the latter steamer, the Oregon Steam Navigation Company confined its operations almost entirely to the Cascade route and the upper Columbia. In addition to building the steamers mentioned for the Willamette and arranging for others to follow during the next year, Captain Ainsworth went to San Francisco and purchased the iron for fifteen miles of railroad between The Dalles and the upper river. This was the beginning of the extensive railroad system afterward operated by the Oregon Steam Navigation Company and its successors. An incident showing the attitude of the company toward its employees was the presentation, in 1862, of a gold watch to each of the following masters: John H. Wolf* of the *Julia*, John McNulty of the *Idaho*, E. W. Baughman of the *Tenino*, and Leonard White of the *Colonel Wright*, an act of gracious appreciation of faithful service much at variance with the customs of those in power in later years.



CAPT. JOHN H. WOLF

Owing to the heavy passenger travel on the ocean routes, the steamships made faster time than ever before. The *Sierra Nevada*, Captain Conner, accomplished the voyage from San Francisco to Portland, in April, in seventy-two hours, then claimed to be the fastest trip on record; but a few weeks later the *Brother Jonathan* totally eclipsed that performance by making the same run in sixty-nine hours and ten minutes. There was but little change in the steamers plying direct to the Columbia at this time, but on the Sound the new firm of Holladay & Flint had some competition from the steamship *Herman*, which made a few passages at reduced rates. The *Herman* was not of a very high order, but she proved troublesome enough to secure a monthly subsidy of \$10,000 to withdraw. Holladay & Flint had contracted with the Dominion Government to run fortnightly mail steamers to Victoria, receiving for the service a bounty of \$5,000 per month, and prior to the inauguration of opposition a trip with less than \$10,000 in fares was considered a light one; so the amount paid to retain a monopoly of the business was easily recouped.

* Capt. John H. Wolf, who saw more years of continuous service with the Oregon Steam Navigation Company and its successors than any other captain in their employ, was born in Germany in 1824 and came to Oregon in 1852 on the schooner *Emhous*, which he left soon after arrival and commenced steamboating on the old *Multnomah* with Capt. Richard Hoyt, Sr. Quick to learn, and a general favorite with every one, the young man was soon promoted, in due season became captain of the *Belle*, and from this position rose steadily until he was in command of the best steamers owned by the Oregon Steam Navigation Company. At various times during his long career he handled nearly every steamer belonging to that corporation, with the exception of the Willamette River boats. Captain Wolf was a thorough steamboatman in every respect, and no night was too dark, and no fog too thick, to baffle his skill. Withal he was a genial, kind-hearted gentleman, whose name will always awaken a flood of pleasant memories in the minds of those who knew him. He continued on the Columbia until a few weeks before his death, which occurred in Portland, October 14, 1885, after a third of a century of continuous service on river steamboats.

The ripple of excitement caused by the incipient rivalry of the preceding year on the Puget Sound routes had subsided, and the *Eliza Anderson* was almost alone in her glory, charging fifteen dollars fare to Victoria from Olympia, with an additional Federal tax of fifty cents per head. The *Anderson* had been thoroughly overhauled and supplied with new boilers, and enjoyed three years of prosperity, clearing from \$3,000 to \$6,000 per month and equipping her owners for any combat which might occur.

The Alberni Mill Company began operations on quite an extensive scale in 1862, and late in the year secured the steamer *Thames* to use in their coasting business. The *Thames* was an old Holland built cattle steamer, which had sailed for years between Hamburg and London. She came from the latter port in charge of Captain Henderson, who had lost the *Woodpecker* the preceding year, and soon after her arrival Captain Brown was given command. She remained in the Northwest until 1865, when Captain Devereaux took her to the Sandwich Islands, from there to San Francisco, and thence to Nagasaki, where she was purchased by an American firm, who refitted and sold her to a Japanese, by whom she was operated as a coaster. After a brief period in this service the *Thames* was driven ashore by a typhoon, and over one hundred and fifty people lost their lives. She was about three hundred tons burden, and had a single engine twenty-seven by thirty inches. The Alberni Mill Company had another steamer in their service in 1862, which in after years achieved considerable local fame. She was called the *Diana*, and is always alluded to by old-timers as the "largest small steamer" or the "smallest large steamer" that ever ran in the Northwest. She was brought from China to San Francisco as a launch for the Pacific Mail Company and lengthened by Superintendent Allison. She exploded off the Vallejo Street wharf, December 27, 1860, killing William Shaw, engineer, and Thomas Johnson, fireman. She was then sold to Captain Stump and taken to British Columbia. Her new owner was always afraid of her, so he soon removed the machinery and sold the hull to Capt. Tom Wright, who equipped it with new motive power, and fitted the steamer up to carry the mails between San Juan Island and the mainland, and to convey officers and troops about the Sound, under charter to the United States



CAPTAIN DEVEREAUX



STEAMER "DIANA"

Government. She remained in this service for a long time, making San Juan her home port, and running as far north as Sitka on special occasions. San Juan Island was still regarded as an "orphan" domain, and, as the *Diana* had been under both the American and British colors, Capt. Tom Wright graciously gave the latter flag precedence on entering a British port and the former in American harbors. In 1868 the steamer was sent to San Francisco in charge of Capt. Leon Smith and sold to the Sausalito Ferry Company. She remained on the bay until 1874, then started north again, but was wrecked near

Quinalt (see wreck of *Diana*, 1874). Before Wright purchased the steamer she was commanded at different times by Captains Beadle, Croaker, McCulloch, Doane, and others. Madigan,⁷ Lawson, McIntosh, and other well

⁷ Benjamin Madigan, engineer, was born in County Cork, Ireland, in 1838. When quite young he came to this country and learned his trade in the DeLamater Iron Works in New York, leaving there to enter the steamship service. After a short time on the Cuba route he went to San Francisco in 1862, and thence to Victoria in July of that year. He secured employment on the steamer *Diana*, and also on the old steamer *Thames*, remaining on the latter about two years. In 1865 he joined the steamer *Otter* and made two voyages North with Captains Lewis and Swanson, then going to the steamer *Isabel*, where he remained for two seasons. After leaving the *Isabel* he spent the next four years and a half on the mail steamer *Sir James Douglas*, and when the *Douglas* was laid up with a broken shaft he was transferred to the *Maude*, owned by Captain Spratt. While in Spratt's service he was also engineer on the *Cariboo Fly* for nearly three years, but left to serve on the *Beaver*, then belonging to Saunders. He purchased an interest in the *Beaver* and replaced her old-style engines with poppet valves, provided new boilers, and made other improvements. He operated the old craft about three years, and was subsequently employed on the steamer *Alexander*, then in the possession of Warren & Saunders. After she was bought by Dunsmuir he remained at his post until 1882, when, with Captain Myers, he went to England and brought out the steamer *Sardonyx*. The following year he accepted a position on the *Barbara Boscowitz*, which he is still occupying.

known engineers, handled the machinery. Her dimensions were: length, one hundred feet; beam, thirteen feet; depth of hold, ten feet.

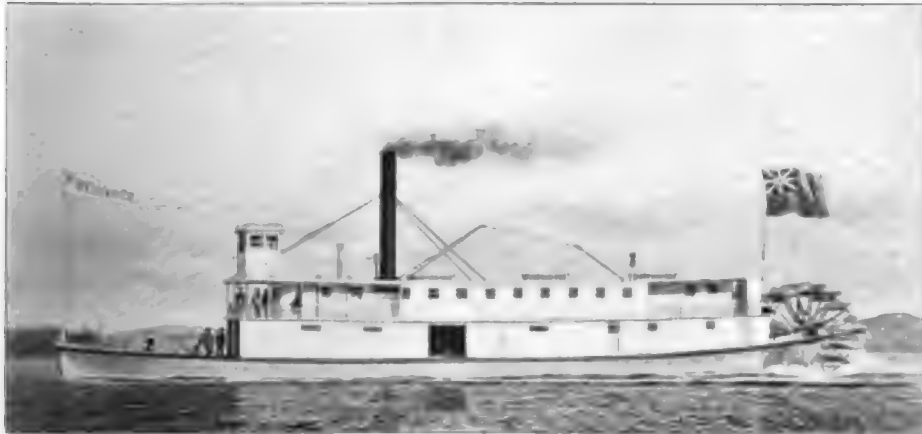
On the Fraser, Captain Irving disposed of his interests in the steamers *Governor Douglas* and *Colonel Moody* and built the *Reliance*, the finest steamer yet in the trade. She was one of the best known of the Irving fleet and was a sternwheeler one hundred and twenty-six feet long, twenty-six feet beam, and four and a half feet depth of hold, with engines fourteen by fifty-four inches. She commenced to run on the Fraser soon after her completion, and, owing to the great popularity and enterprise of her owner, was very successful. When the steamboat combine was formed on the river in 1863, the *Reliance* kept out of it and made more money than all of the other steamers. In 1864 she was running to Yale, and frequently carried over a hundred passengers through. She followed the Fraser trade for ten years, most of the time in command of Capt. William Irving. It was on this steamer that Commodore John Irving, of the Canadian Pacific Navigation Company, received his early lessons in a calling in which he has been remarkably successful. The *Reliance* did but little in the seventies, as her days of usefulness were almost ended, and in 1876 the new *Reliance* took her place in the marine annals of British Columbia (see steamer *Reliance*, 1876). The *Flying Dutchman* was withdrawn from the Fraser in 1862, and Capt. William Moore found a new field for steamboating on the Stickeen River, where gold had been discovered. He made the first trip up this stream, towing a barge and carrying one hundred and twenty-five passengers. Moore cleared \$14,000 with his steamer in the first seventy-two days of the excitement.



BENJAMIN MADIGAN

The steamer *Shubrick* was on the Sound the greater part of the year towing revenue cutters, carrying mail and jobbing around wherever her services were needed. She was in command of Captains Pease and Wilson, and during the summer engaged in a very warlike demonstration at Port Townsend. Victor Smith, collector of the port, desired to move the custom-house to Port Angeles, and, on the refusal of those in power to give up the keys, he ordered the *Shubrick's* guns trained on the town, threatening to fire unless they were handed over. The Port Townsend people temporarily surrendered, but a few days later about twenty of the citizens went to Olympia and swore out a complaint against Collector Smith. As the *Eliza Anderson* demanded \$15 fare from Port Townsend to Olympia, the party chartered the schooner *R. B. Potter* and started in charge of Capt. H. L. Tibballs,¹ with the craft gayly decorated with British and American flags. As the schooner sailed past Steilacoom the *Shubrick* was lying at the wharf, and when opposite the cutter the men on the *Potter* saucily fired a gun. A warrant was issued at Olympia for the arrest of Capt. J. E. Wilson of the *Shubrick* and Collector Smith. United States Marshal Huntington went on board at Steilacoom to serve the writ, but was forcibly removed from the vessel without being allowed to see the Collector, who was below.

After a second futile attempt



FRASER RIVER STEAMER "RELIANCE"

to carry out his instructions, the *Shubrick* steamed away. A few weeks later the schooner *Potter* was seized for violating the revenue laws in improperly flying her flags when under sail. A light fine was imposed, and Smith, in a measure, evened the score for the disrespect shown when the *Potter* passed the *Shubrick* at Steilacoom.

¹Capt. H. L. Tibballs was born in Middletown, Conn., in 1829, and commenced going to sea when a boy, rising in the profession until, at the age of twenty, he was master of a brig running to the West Indies. In 1853 he tested the first diving-bell built in the United States, and subsequently fitted out the bark *Emily Banning* at Wilmington, Del., and spent several months on the Spanish main working on sunken ships and in the pearl fisheries. He explored the wreck of the Spanish frigate *San Pedro*, which went down in 1814 with over \$3,000,000 in treasure aboard while in these waters, and succeeded in recovering \$68,000 before he was ordered away by the Mexican Government. He sailed first to St. Helena and then to Panama and dove for a short time for pearl oysters, afterward going to Acapulco, where he spent three months in the same pursuit and then bore away for San Francisco. The *Banning* was disposed of at this port, and the diving-bells were used in the construction of the sea wall. In September, 1855, Captain Tibballs went down to Port Agulla and worked on the wreck of the steamship *Yankee Blade* with indifferent success. Coming back to San Francisco he shipped for Sydney, Australia, as sailing master on the clipper *What Cheer*, owned by Stevens, Baker & Co., going in forty-six and returning in forty-four days. He afterward joined the revenue cutter *Jeff Davis* in the same capacity and proceeded to Puget Sound, arriving at Port Townsend in April, 1856, and left the cutter soon afterward to settle at the Key City, where he has resided ever since. He was for many years Sound pilot for the Pacific Coast Steamship Company, and in 1871 became their agent and built Union Wharf at Port Townsend. In addition to his connection with the marine business, Captain Tibballs has been a member of the Legislature, sheriff, councilman, county commissioner, and postmaster, and has held various other positions of trust. He retired from the water permanently a few years ago.

Smith was a bright fellow, but he was always at war with some one. A few months after his Port Townsend escapade, he rewarded with discharge the men who had remained true to him during the trouble. All the officers on the *Shubrick* were relieved from duty except Lieutenant Selden and Engineer Winship.⁹ The affair, with its attendant imbroglios, created considerable feeling on the Sound, and Collector Smith was roundly scored by many of the interested parties, who continually sought opportunities for revenge, until the waters of the Pacific closed over the *Brother Jonathan*, and the aggressive Smith rested beneath the waves.

An exciting episode occurred at Port Angeles in 1862. The schooner *F. P. Green*, Capt. Edward Howard,¹⁰ was seized by Deputy Collector Moore. Howard had just bought the schooner in San Francisco, and intended to have her papers changed at Port Angeles; but, as he arrived late at night, the Deputy Collector told him to come up in the morning. Before daylight the *Shubrick* was alongside and towed the schooner to the cutter *Joe Lane*, then lying in the harbor. Captain Howard was informed that the schooner had been confiscated, and ordered ashore. Bonds were offered but were refused. As Howard was the owner of the schooner and cargo, he determined to secure the vessel; so that night about eleven o'clock he quietly borrowed the custom-house boat and sculled out to the craft, locked the marshal in the cabin, woke the crew, slipped the cable, and set sail for Victoria, where he waited for the return of Collector Smith, who was in Washington, the Deputy Collector at Port Angeles meanwhile offering a reward of \$1,000 for the return of the fugitive, dead or alive. When Smith arrived he went to Victoria, and on paying for the custom-house boat, the return of which had been neglected, Howard was cleared, and at once sailed to Port Angeles and secured the anchor and chain left in his haste to get away.



CAPT. H. I. TIBBELLS



CAPT. EDWARD HOWARD

Desirous of emulating the Oregon Steam Navigation Company in its wonderful success on the Columbia, an organization composed principally of Puget Sound men, and bearing the name, Columbia Transportation Company, was incorporated at Vancouver, Washington Territory. The promoters were T. H. Smith, A. D. Sanders, Milton Aldrich, E. S. Fowler, D. Horton, W. W. Miller, P. J. Morey, A. S. Abernethy, and Charles C. Phillips. The articles of incorporation stated that the company was organized for the purpose of building, buying and running steamboats, steamships, railroads, etc. The company never accomplished many of these intentions, and, as far as transporting anything on the Columbia was concerned, the title proved a misnomer.

Several sailing vessels arrived at Victoria in 1862 from England, and a few of them came well laden with passengers. The British ship *Cyclone* brought 120 from London, the *Mountain Wave* 145 from Sydney, and the ship *Lockett* and the bark *San Francisco* from London, the bark *Onward* and the ship *All Serene* from Sydney

also brought a few, and in September an ocean tramp steamship, the *Tynemouth*, arrived at Victoria from London with 242. There were but few changes in the coasting fleet of sailing craft this year; nearly all of the old-timers found plenty of business, and a few new ones appeared to keep transportation facilities up with the march of

⁹T. J. Winship, one of the best known of the early engineers in the Northwest, was born in New York in 1827 and came to the Pacific Coast on the steamship *Shubrick*, with which he remained as chief for many years. He was an excellent engineer and machinist and a good-natured, whole-souled gentleman, who had a host of friends in every port his vessel visited; and it was in his honor that the Winship Chowder Club, an organization of ancient mariners on the Columbia River, received its name. After leaving the *Shubrick*, Winship received the appointment of lampist in the lighthouse service on the Pacific Coast, holding this position until his death, which occurred in San Francisco, March 5, 1878.

¹⁰Capt. Edward Howard may well be called the dean of shipmasters in the Northwest. Ten years before the construction of the ancient steamer *Beaver* he was sailing as an apprentice boy, and was master of a brig in the West Indian trade when that pioneer departed from the Old World for the Northwest, nearly sixty years ago. He was born in England in 1812, and at the age of thirteen was apprenticed on a 1,200-ton frigate running to India, narrowly avoiding wreck on the Malabar coast before he returned in safety from his first venture in 1826. After a visit to the coast of France he again journeyed to the East in the ship *Palmyra*, which grounded in the Ganges, fortunately escaping from the treacherous sands, which had swallowed up many a noble craft. Only one other had ever floated after a similar mishap in that river. It was on the ship *Lady Rowena*, with a cargo of sheep from London for Tasmania, that young Howard found his next berth, and on his return he joined a prison ship which transported five hundred convicts to Australia from Cork, Ireland. After discharging them she sailed for the East Indies, touching at Samarang, Java, at Penang and Singapore, finally loading betel nut on the coast of Sumatra for Calcutta. At this point he offered his services to the American ship *Messenger*, bound for Boston, Mass. He left the *Messenger* for the *Constellation*, with which he remained three years, visiting Liverpool, Hamburg and Amsterdam. He quit her at New Orleans in 1833, and a month later was cast away with the brig *Clio*, on which he had shipped for Philadelphia. He then sailed to the West Indies on the brig *Ganeclift*, nearly dying with the yellow fever at St. Thomas. On his recovery he returned to the United States and coasted for a short time on the brig *Java*, from which he went to the brig *Constitution*, running to New Orleans, but after one trip embarked on the *Delaware* for the West Indies. On the conclusion of that voyage he joined the ship *Post Captain* for Rio Janeiro, and after his return to the United States signed with the brig *Rubicon* at Philadelphia, which went up the Potomac to Georgetown and loaded for Barbadoes, but was wrecked before reaching her destination. He was subsequently captain of the brig *Authentic*. As there are few shipmasters living who have enjoyed such a long and eventful career, a condensed account of Captain Howard's sixty years' experience as a

progress. The number of vessels loading lumber on the Sound was larger than in 1861. Among them were the following: Ships *Virginia*, *Lady Young*, *Electric Spark*, *Golden Rule*, *Coquimbo*, *Dublin*; barks *Bella Marina*, *Benjamin Rush*, *Carlotta*, *Brontes*,¹¹ *Keoka*, *William Kurcher*, *Phillip I.*; barkentine *W. H. Gawley*,¹² and a great many smaller vessels of various rigs. Utsalady was an important lumber point in 1862, and during the year ten cargoes were shipped foreign. Of this fleet the ships *Golden Rule*, *Devonshire*, *Andrew Jackson* and *Seaman's Bride* sailed for Spain, the ship *Zingara* and the bark *Grace Hammond* for Valparaiso, the ships *Lady Young* and *Alice Thorndyke* for New Zealand, the ship *Midas* for Australia, and the brigantine *Colonel W. H. Wallace* for Shanghai, while the bark *Iona*, barkentine *Nellie Merrill*, and schooner *Sarah*, loaded for San Francisco. The old revenue cutter *Jeff Davis*, which had become a prominent figure in marine circles on the Sound, was sold in January, Grennan & Cranny purchasing her for \$2,920. South of the Columbia there was but little trade

commander is well worthy of narration. After leaving the *Authentic* he ran the schooner *Cyrus* in the Mediterranean trade from 1837 until 1841, then the brig *Penang* from the Mediterranean to the Rio de la Plata, whence, finding no employment, he went to Rio Janeiro and loaded coffee for Philadelphia. He then sailed on the *Chippola* to Brazil and return; the ship *Hualco*, St. Thomas to Hamburg, bringing her back to New York; the schooner *Sarah*; the *Philadelphia*, on the round trip to Barbadoes; the brig *Echo*, to Havre de Grace and Sydney. Cape Breton; and then for two years he commanded the *Fashion*, the fastest schooner sailing out of any port in the United States at that time. Purchasing an interest in the brig *Georges*, he engaged in the Mediterranean trade, afterward taking her to Africa, where the vessel was disposed of and became a slaver. Howard tarried for a few months before going to Bahia, where he found the confiscated bark *Maud Theresa* in the hands of the American consul, waiting for a master to take her to the United States. Captain Howard advanced \$1,300 and brought her safely to this country, accepting an order on the Government for the money invested. On reaching his journey's end he turned the vessel over to the owners and presented the draft, which the department refused to honor; and, although Captain Howard has spent fully \$1,000 in attempts to collect, the amount is still unpaid. At Philadelphia he purchased a brig called the *Rowena* and made one voyage to the West Indies, subsequently loading at New York for Madeira. On the way she was dismasted, and laid at Lisbon three months for repairs, finally getting away and reaching the island in the spring of 1849, where, after discharging, he received freight and passengers for Bahia. In crossing the equator the *Rowena* fell in with several vessels loaded with emigrants for California. After reaching Bahia he sailed for Rio, where, finding the American bark *St. Mary* financially distressed, he advanced money and secured her, chartering his brig to parties by whom it was used in the slave trade. With the *St. Mary* he reached San Francisco, August 4, 1849, and, when the bark was sold at auction to clear his bottomry claim of \$7,600, he bid her in, and after refitting, sailed in November with one hundred and twenty passengers for Panama, where the bark was sold. He journeyed across the Isthmus on a mule to Chagres, where he secured passage on a steamer to New York. There he bought the bark *Leonosa*, the brig *Alert*, and an interest in the ship *Buena Vista*. He sailed the *Leonosa* to California himself, but subsequently turned her over to his brother, Capt. Dan Howard, and bought the schooner *Juliet*, which he operated for a short time on the Southern coast, but, having been taken sick at Panama, returned to San Francisco on the steamer *Republic*, leaving his mate in charge of the *Juliet*. From San Francisco he went East by way of Panama on the steamer *Union*, was shipwrecked, but rescued and taken on by the *Northerner*, reaching New York in due season, where he invested in the bark *Hermione*, ran her to the West Indies and Mobile, and later took her from Charleston to Gottenburg, Sweden, laden with cotton, for a return cargo, loading timber for London, thence to Sydney, N. S. W., to Madras, back to Sydney with passengers and freight, and from there to Calcutta. Captain Howard had the misfortune to lose his son, a lad of sixteen, and his second mate at the mouth of the Hugli River. Returning to Sydney he found business poor, but secured a little freight and a few missionaries for the Navigator Islands. Having landed them at Apia he visited one of the adjacent islands and then sailed for Tahiti to ship a crew, which he had been unable to secure at Apia. From Tahiti he went to Valparaiso, and was chartered to take cargo to the Sandwich Islands for the British fleet then in the North Pacific; from Honolulu he steered for San Francisco, arriving in February, 1855. He laid the *Hermione* up and took command of the *Leonosa*, placing her on the Sound, where he assisted his brother and Captain Renton out of a financial difficulty in which they had become involved in operating the Port Orchard Mills. He then took up a homestead at Port Orchard, but soon abandoned it and returned to the *Leonosa*, which he ran during the Indian troubles. A transaction in which he engaged at this time resulted in a loss of nearly \$10,000. He went to Portland for a cargo for the Interior Department and paid for it in gold. His compensation from the Government was in scrip, which he was obliged to dispose of at a heavy discount. In 1857 he bought a shipload of lumber, sailed for Chile, and followed the coasting trade until the Fraser River excitement, when he visited Victoria, purchased a large tract of land and went into business. His mate ran the *Leonosa* in the coasting trade nearly a year, and finally lost her, with all hands. The disaster told heavily on her owner, as the company in which she was insured failed about this time and he received nothing. Captain Howard then went to the mines and expended \$1,000 in securing \$17.50 worth of gold. This disheartening experience sent him to Victoria, where he bought the schooner *Cadboro*, fitting her up at a cost of \$2,000. She was put in charge of a man who lost her very soon. He subsequently journeyed to San Francisco and purchased the schooner *F. P. Green*, and after extricating her from difficulties mentioned elsewhere ran her in the coasting trade along Vancouver and Queen Charlotte's Island until he sold her a few months later and secured the bark *Metropolis*, making trips to Mexico and to Hawaii. He then gave up his Victoria interests, and, taking his family aboard, sailed to the Sandwich Islands and subsequently to Valparaiso, where he disposed of the vessel and engaged in business. Here his wife died, and shortly afterward he concluded to leave South America. He obtained a small steamer, removed her machinery, rigged her as a schooner, and cleared for San Francisco with a cargo of linseed and walnuts, his three children accompanying him. One hundred and forty-five days were consumed in the passage. He sold the schooner within a short time and bought the brig *Hernine*, on which he made a couple of voyages to Central America, upon the completion of which he sailed for Callao with a cargo of lumber, but encountered bad weather off the coast of Mexico and was obliged to transfer the cargo to another vessel and put into Guayaquil for repairs. From there he took a load of bamboo to Callao and disposed of the brig, returning to San Francisco as a passenger on the ship *Washington Libby* in 1870. Soon after his arrival Captain Howard acquired the schooner *Emily Sutton*, with which he sailed to Guaymas, from there took a theatrical troupe to La Paz, and thence traded along the Mexican coast, carrying freight between the different ports during the civil war there. He finally got rid of the schooner and returned to San Francisco in 1872, since which the Captain has been in the lumber and coal trade out of Puget Sound ports, serving for many years in the employ of Nicholas Burchard and also sailing vessels of his own. His last command was the ship *Richard III.*, owned by R. Dunsmuir & Co. He took her in 1889 and remained in charge until September, 1894, when he retired from the water after sixty-nine years of active service, fifty-nine of which were spent on the quarter-deck.

¹¹Capt. George H. White, master of the bark *Brontes* in 1862, was born in Maine in 1840. After coming West in 1861 he ran as mate on the bark *Live Yankee*, Capt. John Wiggin, San Francisco to Portland. From 1862 until 1864 he was sailing between San Francisco and Seabeck on the *Brontes* and the barkentine *Fremont*. His next vessel was the bark *Ella Francis*, Port Blakeley to San Francisco, which he left to go on the bark *W. A. Banks* for a season. He was subsequently in charge of the ship *Warhawk* for two years, after which he sailed the bark *Rainier*, owned by Pope & Talbot, remaining with her as master for four or five years, after which he made a cruise to the South Pacific on the brig *Tanner*. Upon the completion of this voyage he went to Port Blakeley and loaded lumber for the Sandwich Islands. Returning in 1880, he settled at Port Townsend, and in 1883 bought a farm at Port Angeles. He has since made occasional trips on the water on the tugboats *Holyoke*, *Goliath*, *Biz* and *Katie*. He has not been engaged in marine pursuits since 1890, at which time he was elected Assessor of Clallam County.

¹²Capt. James E. Williams, master of the *W. H. Gawley* in 1862, was born in Nova Scotia in 1831 and began his life on the water, sailing between Halifax, N. S., and the West Indies. He first visited the Northwest in 1853, and sailed in the lumber trade before there was a sawmill on the Sound, and when the only mode of securing a cargo was to go into the woods and hew it out. He was with G. A. Meiggs for twenty-five years, and after leaving this service he entered the employ of Miles & Budrow. For the past eight years he has been in the coal trade between Nanaimo and San Francisco, being at present in command of the ship *Wachussett*.

except at Coos Bay and the Umpqua, from which point several trading vessels were plying to San Francisco. A new schooner named the *Brant* was launched at Tillamook for the Portland trade, but was unfortunately wrecked shortly afterward. Captain Ketchum was running the sloop *Fanny* to the Columbia, and Capt. Peter Svenson made a few trips with the schooner *Elenora*, the craft with which he afterward transported all of the stone for the Portland Custom-house.

Among the notable deaths of the year were: Capt. Richard Hoyt, whose life ended in Portland, February 18th, and Capt. J. P. Keller of the Puget Mill Company, who passed away in Victoria, June 11th, aged fifty years. Captain Keller was the pioneer lumberman on Puget Sound, having come to Port Gamble on the schooner *L. P. Foster* in 1853, at which place his wife was the first white woman to land. In San Francisco, March 21st, Capt. J. P. Bagley of the brig *Energy*, who had sailed for many years in the Puget Sound lumber trade, was drowned at Stuart Street wharf. He left a wife and two children in Belfast, Me., which had been his home before coming to the Coast. John Girty, chief engineer of the steamer *Tenino*, died July 13th, aged thirty-two years. He was a native of Michigan, and had been on the Columbia since 1851.

Several fatal marine disasters occurred in 1862, nearly all of them in connection with small vessels. The one accompanied by the greatest sacrifice of life was that of the schooner *Tole*, from Victoria for Port Ludlow. She was in command of Captain Maloney, and while crossing the Straits, February 23d, capsized near San Juan Island during a heavy squall, drowning the captain, William Sherlock, second mate, the two Anderson brothers, seamen, the Chinese cook, and the following passengers: R. A. Eddy, W. Carter, W. Cox, W. Ehlers, F. J. Byrne, and Nelson and Sullivan, two of the crew, were rescued from the wreck the next day by the sloop *Random* and taken to Victoria.

The New Grenadan bark *Ann Bernard*, from San Francisco for Sooke to load piles and lumber, was



STEAMER "ONKONTA"

wrecked on the west coast of Vancouver Island, February 26th. The vessel parted amidships almost immediately after striking, and the cook and one seaman were lost. Captain Olmstead swam to land, and the rest of the crew, seven in number, waited for low tide and then reached shore in safety. The Indians living in the vicinity secured the wreckage. The schooner *Brant*, of about fifty tons burden, built at Tillamook this year, was cast away, and the captain, Benjamin Olney, was drowned. The hull was afterward hauled up on the beach at Tillamook, and, after being repaired, was launched again.

Captain Olney was an uncle of Capt. Hiram Olney, who lost his life when the *Bob Irving* exploded her boiler, and of Capt. Kane Olney, now running on the Columbia River. The ship *Coquimbo*, from San Francisco for Seabeck, in ballast, went ashore five miles below Dungeness, January 22d. The wreck was sold to the Port Madison Mill Company, who succeeded in floating her, and after extensive repairs she was put in the lumber traffic. The steamship *Santa Cruz*, formerly well known on the Northern routes, burned on the Yang-tse River in February while *en route* from Shanghai to Hankow, six of the crew losing their lives.

The growing importance of the steamboat business was recognized in the year 1863 by the establishment of an inspection district in the Northwest. Prior to this date all matters relating to the examination of steamers, and the issuing of licenses to officers, were referred to San Francisco, a proceeding which was not only expensive but unsatisfactory. Capt. John H. Couch was appointed inspector of hulls, and John Gates of boilers. All of the steamers north of the California line, except on the waters adjacent to British Columbia, came under their jurisdiction, the Puget Sound District not having been established until several years afterward.

The first papers issued from the Portland office in 1863 were the following renewals of pilots' licenses: J. C. Ainsworth, J. T. Apperson, E. W. Baughman, Hiram Brown, Eugene F. Coe, Francis Conner, J. W. Cochrane, Robert Copely, Alfred Crosby, S. J. De Wolf, Thomas Downey, Charles Edwards, A. C. Farnsworth, C. C. Felton, M. M. Gilman, James H. Gist, J. H. D. Gray, H. L. Hoyt, George Jerome, Philip Johnson, Joseph Kellogg, J. T. Kerns, W. C. Martin, W. Metzger, J. McNulty, J. D. Miller, S. E. Miller, Josiah Myrick, Oliff Olsen, George A. Pease, Moses Rogers, W. H. Smith, H. A. Snow, James Strang, P. St. Thomas, T. J. Stump, William Thomas, James Turnbull, J. O. Van Bergen, W. I. Waitt, Leonard White, R. N. White, John H. Wolf.

New pilots' licenses were granted to: Alphonso Boon, John S. Butters, William Cassidy, W. L. Higgins, Philo Holbrook, Charles Holman, Lewis Piper, J. W. Schroede, Charles B. Spear, George W. Taylor, George Thayer.

The following engineers' licenses were renewed: Peter Anderson, William Burt, Louis Childers, P. J. Coulisk, P. W. De Huff, William Doran, John Dorcy, James Elton, E. B. Fellows, S. Galloway, R. Gammill, John Gates, J. M. Gilman, A. H. Harding, Nicholas Hann, Jacob Kamm, Elisha Kellogg, J. J. Lawlor, John Marshall, George Marshall, James Miner, J. H. Moore, M. Mulligan, D. Pardun, N. Seebert, Thomas Smith, John G. Toner, W. H. Troup, A. Vickers, J. J. Wintler.

New engineers' licenses were granted to: George Clark, John H. Hoyt, Pierson Leffell, John H. Myers, John Nation, F. N. Spear, James Wilson, A. C. Winslow.

More keels were laid in the Northwest in 1863 than in any previous year, and some of the products were finer and faster than the best of their predecessors. The Oregon Steam Navigation Company led all others with three new steamers, the finest of the trio, the *Oneonta*, approaching nearer to the Mississippi River style of steamboat than anything on the Columbia. She was built at the Cascades by master builder Samuel Forman, under the superintendence of Jacob Kamm, and rebuilt at Collins' Landing in 1869 by John Gates, who was then chief engineer of the Oregon Steam Navigation Company. Her dimensions were as follows: length, one hundred and eighty-two feet; beam, twenty-eight feet six inches; depth of hold, eight feet six inches; engines, eighteen by seventy-two inches. She had the regulation high smokestacks, with outside exhaust, and proved expensive to operate. Capt. John McNulty was her first commander on the middle river, and retained this position until 1869. Trade in this vicinity declined after her reconstruction, so in June, 1870, Captain Ainsworth piloted her over the Cascades, to which point she continued to run from Portland, in command of the veteran *Wolf*, until 1877, when the machinery was removed and she was converted into a barge. The first year following her arrival on the lower river there was a lively steamboat war on the Vancouver route, and the *Oneonta* carried passengers free and freight at \$1 per ton between that point and Portland. The steamers *Webfoot* and *Nez Perce Chief* were built at Celilo to run in connection with the *Oneonta*. The *Webfoot* was much larger than any steamer previously launched on the upper river, but owing to poor construction was a failure. Portions of her hull and machinery were taken from the old steamer *Latonia*, which had put into the Columbia while *en route* to the Sound and was too nearly a wreck to proceed. The *Webfoot* was about one hundred and sixty feet long, with thirty-one feet beam, and could carry a heavy cargo of freight in comparatively shallow water. She was commanded during almost her entire career by Capt. Eugene F. Coe, although J. H. D. Gray and others occasionally had charge of her. Her engines were seventeen by eighty-four inches, and, when the *Webfoot* wore out, they were removed and subsequently placed in the steamer *Emma Hayward*, which succeeded in getting considerable service out of them. The steamer *Nez Perce Chief*, in command of Capt. J. H. D. Gray, ran between Celilo and Lewiston, and made very good time in passenger service but was too light for a freight boat. During the Salmon River excitement she was credited with transporting the most valuable cargo ever brought down the river, the value of gold dust on her manifest October 29, 1863, being \$382,000. Gray was followed by Capt. Eugene F. Coe and Capt. Thomas Stump, the latter being the last in charge on the upper river. In 1870 she was taken over Tumwater Falls by Capt. John Brazee, and from there to The Dalles by Captain McNulty, going to the lower river the following June with Captain Ainsworth at the wheel. She had seen her best days before she left the upper river, and as soon as she reached Portland the engines were removed and the hull used as a barge. Her dimensions were: length, one hundred and twenty-six feet; beam, twenty-five feet; depth of hold, five feet; engines, sixteen by sixty-six inches.



CAPT. FRED WILSON

The People's Transportation Company, whose organization and subsequent career are related in detail at the commencement of this chapter, built the fine steamers *E. D. Baker* and *Iris*, and started after the Oregon Steam Navigation Company on the Columbia River routes. The *Baker* was the crack boat of the company, and was one of the fastest sternwheelers that had appeared on the Columbia. She was launched at Vancouver, and immediately after completion was put on the Cascade route in command of Capt. E. W. Baughman, who left the middle river for that purpose. After the two big corporations compromised, the steamer made a few irregular trips on the Willamette, and was finally sunk near Oswego. She was raised shortly afterward, but her hull was in poor condition, and the engines were removed and placed in the *Reliance* and subsequently in the *Alice*. The *E. D. Baker* was one hundred and sixty feet long, twenty-five feet beam, and six feet hold, with engines sixteen by seventy-two inches. While her life was brief, her good work on the Cascade run during the struggle for supremacy between the two companies probably hastened the settlement of the controversy. The *Iris*, constructed at the Cascades by master builder Biles, was a very fast steamer for that period. Her dimensions

were: length, one hundred and sixty-one feet; beam, twenty-four feet; depth, seven feet ten inches. Her first captain was E. W. Baughman, one of the stockholders of the company, who ran her between The Dalles and the Cascades. After the compromise between the two companies she continued on the route as a stock boat, in command of Capt. Fred Wilson,¹³ who ran her until 1868, when he was succeeded by Capt. John McNulty. She was a short-lived steamer, and early in the seventies was dismantled, and her engines, which were sixteen by seventy-two inches, were taken to The Dalles and remodeled, afterward being sent to the lower river, where they were placed in a steamer intended for the Astoria run. Above The Dalles the business of the People's Transportation Company was handled by the steamer *Kiyus*, a small sternwheeler run by Capt. Leonard White, with Lon Vickers, engineer, and E. Vickers¹⁴ among the crew. Thus equipped the new system was in a position to demand the very generous concession received from the Oregon Steam Navigation Company when the settlement was arranged in June.



ALONZO VICKERS

The *Celilo*, the first steamer to make the trip from the upper river to The Dalles, ran for a short time on the middle river, but was too small to disturb either of its big rivals. She was a small propeller, built at Celilo by W. D. Bigelow, who operated her himself. As she was poorly adapted for any service except towing, and as there was but little of that work on that portion of the Columbia, she was brought through the rapids to The Dalles soon after her completion, and from there Capt. Dan Baughman took her over the Cascades in August, 1864, with F. Congdon, engineer, who ran her as a towboat until February, 1865, when she was purchased by the Oregon Steam Navigation Company and fitted up as a passenger steamer. As there was no place for her in their line she was chartered to Capt. John T. Kerns, who put her on the Lewis River route in May, 1865, but she did not make much of a success owing to her small size. She was finally withdrawn and used in the jobbing trade for a short time, and then taken to the Sound by Capt. E. W.

Baughman, where she was used principally as a towboat, although she made a few trips to Victoria with passengers in 1869, in command of Capt. Frank Hoffman. In 1872 the *Celilo* came into the possession of J. R. Williamson and was employed by the mills at Freeport (West Seattle). For a short time she was in a combination which included the *Mary Woodruff* and *Etta White*. While on the inland sea the steamer frequently changed captains, and many a Puget Sound steamboatman received his first lessons on the insignificant *Celilo*. Capt. J. H. Woolery, who was towing with her in 1879, was among the last in charge. At that time she belonged to E. L. Marshall, who kept her in the service of the mills until she finally sank at the dock at Freeport, and being too old to repair was abandoned.

When the competition on the Columbia subsided, there was a strong demand for lower freight rates, and a company formed this year operated a line of schooners between The Dalles and points below. Joseph Latourelle was one of the leading spirits in the enterprise and commanded one of the schooners on the lower river. The company enjoyed a fairly good business until 1867, when their only vessel on the middle river was swept over the rapids and became a total loss. The craft below the Cascades bore the significant name *Wasp*, and in 1867 was sold to a company in which a number of employees in the Willamette Iron Works were interested. Among her owners were Capt. W. J. Buchanan, James and John Fox, John Nation, then superintendent of the iron works, Louis Lewis, foreman of the molding room, and William Bell, machinist. Her new proprietors fitted her up with a pair of eight by six inch engines and a small propeller, and used her for hunting and pleasure excursions; but, as steamboats were scarce at that time, Buchanan and Bell bought the interests held by the others in 1869.

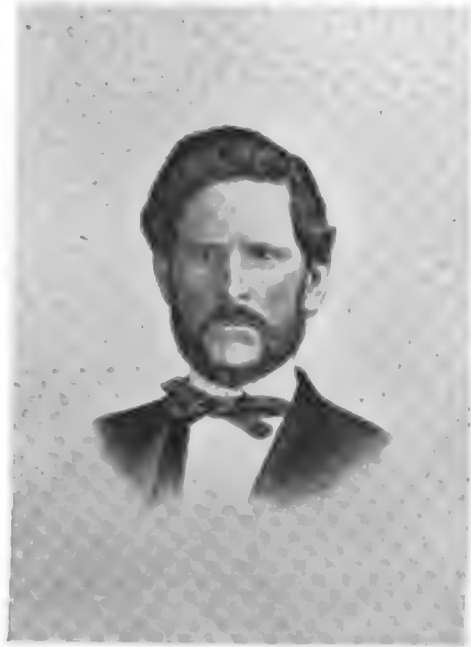
¹³ Capt. Fred Wilson was born in Sweden in 1842, and, after sailing for several years in various capacities on different vessels, landed in San Francisco from the ship *Henry Brighton* in 1861. As the *Brighton* was owned in the Confederate port of Savannah, Ga., she was confiscated and sold, and Wilson made a trip to Hongkong on a Swedish brig. On his return he went to Portland and at once found work with the steamer *Hassalo* on the middle river, leaving her in a short time to go on the steamers of the rival line operated by Van Bergen. The opposition soon ended, and Wilson began sailing barges on the Columbia. His first notable feat was in bringing the *Cayuse* down from the upper river. Her cabins had been removed, and he piloted her through the seething water uninjured. In 1863 he was appointed captain of the steamer *Dalles*, retaining this position until 1865, when he took command of the steamer *Iris*, which he ran between The Dalles and the Cascades for three years. In 1869 he visited his native country, and after his return in 1870 served as mate on the *Oneonta* for a short time and then purchased the sailing barge *John Francis* and engaged in the wood business. Shortly afterward he bought the steamer *Wasp* and with his brothers carried on quite an extensive boating, lumbering and wood trade. Retiring from this pursuit, he commanded the *Rescue* for a season on the Cowlitz route and from there went to the *Teaser* on the middle river. A twelvemonth later he became captain of the *Maria Wilkins*, but left her in 1877 to take the *Mountain Queen*, which he handled for five years. In 1882 he sailed the barges *Atlas* and *Hercules* over the Cascades, bringing them through safely, an extremely difficult feat to perform. He subsequently ran the steamer *Northwest* on Snake River for two years, after which he lived on a farm until 1899, when he again visited Sweden. Returning in 1890, he took charge of the steamer *Regulator* for a short time, and in 1892 made another visit to Europe, but since his home-coming has had no desire to resume steamboating.

¹⁴ E. Vickers, who was on the *Cayuse* with Capt. Leonard White, was born in Ohio in 1844, and, with his parents, went to Clackamas County, Or., in 1852. His brother, Alonzo Vickers, the well known engineer, also accompanied the family. From the *Cayuse*, Vickers went to the *Webfoot*, where he served for a short time and subsequently abandoned steamboating for eighteen years. He returned to the river in 1876, first working on the *Occident*, and afterward on the various other Oregon Railway & Navigation Company's steamers. In 1880 he was chief engineer on the *A. A. McCully* with Captain Sanborn, and after a time reentered the service of the Oregon Railway & Navigation Company, with which he remained until about five years ago, when he secured a position on the railroad ferry at Kalama. His brother, Alonzo Vickers, who had been at the lever since the latter part of the fifties, went to the Sound with the steamer *Welcome* some years ago and remained there until his death in 1893.

and put her on the Vancouver route to carry freight and passengers. Captain Buchanan was master, and Bell, engineer, with W. S. Buchanan, afterward a well known captain, as high deckhand or mate. In the fall of the same year she was sold to George Bowman, who ran her about six months and then disposed of her to Wilson Brothers, who used her in towing lumber scows for the Clatskanine Lumber Company, and in this service she ended her days. Capt. W. G. Goodman, now master of the *Robert Lewers*, sailing out of San Francisco, was the last master of the craft. The *Wasp* was not much of a steamer, but Capt. W. S. Buchanan, Capt. James Troup, and quite a number of other successful steamboatmen, received their early marine education while she was in commission. The Oregon Steam Navigation Company made many improvements in 1863 at the Cascades and The Dalles, and strove in every way possible to retain their prestige. Frank T. Dodge,¹⁵ who had been in their employ as purser on the upper river steamers, was appointed agent at The Dalles in place of Capt. L. W. Coe, who sold his interest in the company and retired. Oregon Steam Navigation Company stock was considered a good investment, and among the purchasers was the well known firm of Allen & Lewis of Portland, who took \$20,000 worth at par.

On the upper Willamette the *Enterprise*, the second steamer of that name, was built at Canemah by Capt. George Pease, C. W. Pope,¹⁶ Nat H. Lane, Sr.,¹⁷ C. Friendly, Judge Stratton, C. Crawford, James Wilson, C. W. Rea and S. Ellsworth. Captain Pease was in command of the steamer, and she was launched in November; but, after running independently for a short time, a combination was made with the People's Transportation Company. The *Enterprise* continued on the route for which she was designed, and Captain Pease retained his position for over two years. In 1867 he took charge of the steamer a second time and ran her through to Eugene for the People's Transportation Company, who had purchased her in 1866 from the original owners. The dimensions of the *Enterprise* were as follows: length, one hundred and twenty-five feet; beam, twenty-four feet; depth of hold, four feet; engines, fourteen by forty-eight inches. She was a very profitable boat, and the first year after her completion yielded a profit of thirty-three and one-third per cent, the second season of sixty-six and two-thirds per cent and fifty dollars a share in addition. At the time she was acquired by the People's Transportation Company, her proprietors received \$280 worth of People's Transportation Company stock for every \$100 worth of *Enterprise* stock in their possession.

A sidewheel steamer destined for a long career in the Northwest was launched at Westport in 1863 for the Astoria route, and christened in honor of Portland's pioneer mariner and first inspector of hulls, John H. Couch. She was built by Capt. Charles Holman, D. Huntington and Capt. Oliff Olsen, Holman owning one-half of the steamer and the others a third and a sixth respectively. She was one hundred and twenty-two feet long by twenty-one feet beam, and was run by odd-sized engines fourteen and three-eighths inches in diameter and fifty-four inches stroke. Holman and his associates were alone in their glory for a short time after the *Couch* was constructed, but the Oregon Steam Navigation Company had been keeping an eye on this trade for a long time, and in January, 1865, Captain Ainsworth purchased the *Couch*, together with the steamers *Cowlitz* and *Belle*, owned by the same parties. The *Couch* was continued on the Astoria route in command of Capt. J. O. Van Bergen, with Richard Hoyt, Jr., purser, and in the summer secured some seaside excursion business. Van Bergen was succeeded by Capt. Henry A. Snow,



CAPT. NAT H. LANE, SR.

¹⁵ Frank T. Dodge, well known on the Columbia and Puget Sound, commenced steamboating in the spring of 1862 with the Oregon Steam Navigation Company, as freight clerk at the Des Chutes Landing, at the upper end of The Dalles wagon-road portage. Subsequently he occupied a position as purser on the steamers *Colonel Wright*, *Okanogan* and *Tenino*, on the upper Columbia and Snake Rivers. After serving in different capacities on the various routes, he became agent of the company at The Dalles in the summer of 1863, which appointment he retained until the fall of 1869, when he was transferred to Puget Sound to take charge of the steamer *Wilson G. Hunt*, running between Olympia and Victoria, where he remained until the company sold out their interests on the Sound in 1870. Returning to Oregon, he entered the service of Ben Holladay, but after the locks at Oregon City were completed he was appointed superintendent of steamboat lines on the Columbia and Willamette rivers by the Willamette River Transportation Company, which was organized in the spring of 1873, retaining that position. In 1875, when the business became the property of the Oregon Steam Navigation Company, and, when that corporation sold out in 1879 to the Oregon Railway & Navigation Company, he became assistant superintendent of the River and Sound Division, and was promoted when his chief, Capt. George J. Ainsworth, resigned in 1881. He was superintendent until 1885, at which time the management of the water lines was undertaken by the Railroad Division, and Dodge soon after accepted employment with the Water Committee of the city of Portland, where he is at present engaged.

¹⁶ Capt. Charles W. Pope was born in New York in 1831, and came round the Horn in 1851 in the bark *Coloma* with his father and brother, Capt. W. H. Pope. Soon after his arrival in Oregon he engaged in steamboating, and all of his subsequent enterprises were confined to the Willamette. In 1871 he met with an untimely end by drowning in the Clackamas River.

¹⁷ Capt. Nat H. Lane, Sr., was quite a prominent figure in early marine affairs in the Northwest. He was born in Indiana in 1823, and received his early lessons in steam navigation on the Ohio and Mississippi rivers, running as pilot between St. Louis and New Orleans for several years before emigrating to Oregon. In addition to his numerous ventures on the Willamette River, he was on the *Umpqua* and at Coos Bay for some time, where he built and ran the steamer *Messenger*. He died in Portland, July 22, 1878, leaving a son, Capt. Nat Lane, Jr., who has also achieved distinction in Northwestern steamboat circles.

who retained control until 1870, at which time the steamer had outlived her usefulness as a passenger boat. She was sent to the boneyard and broken up in January, 1873, her engines going to the upper river.



CAPT. SAMUEL JACKSON

Two historic steamers, the *J. B. Libby* and the *Mary Woodruff*, went into service on Puget Sound in 1863. The former, a side-wheeler with high-pressure engines, which was launched at Utsalady in December, 1862, was the best known of any of the local steamboats, retaining her prestige for over a quarter of a century. She was built by William Hammond for Capt. S. D. Libby,¹⁸ Charles H. Gorton and Lewis Wycoff, Libby owning a half and the others a fourth each. The latter two disposed of their interests soon after her completion. The *Libby* ran in her original shape until 1865, when she was taken to Port Ludlow and lengthened, after which she went for a while on the Whatcom route, occasionally straying wherever business offered. In 1870 she was purchased by Capt. John Suffern, O. O. Denny and John Blythe. The new owners substituted a beam engine and repaired her thoroughly. They operated her on the old route to Whatcom. Among her captains were James Smith, George Fry, John Blythe, Samuel Jackson,¹⁹ Thomas Brennan,²⁰ and John Suffern. James Griffiths²¹ was one of the first in charge of her engines, and in after years nearly all of the best known engineers on the Sound served on her. When Samuel Coulter secured the mail contract to Bellingham Bay, he bought the steamer from Suffern and his associates, and in charge of Capt. Thomas Brennan the *Libby* made two trips per week, carrying the mail between Seattle, Whidby Island, Utsalady, La Conner and

¹⁸Capt. S. D. Libby, one of the most popular navigators who ever ran on Puget Sound, was a native of Maine, but left the Atlantic Coast with the tide of gold-seekers which flowed westward in 1849. When a boy on the Eastern Coast he made a number of coasting voyages, and the old love returned when the mining excitement subsided, and he again sought the water. During a visit to Puget Sound in 1859 he became impressed with the advantages of the new country, and built the first pile-driver ever used in that section. He soon afterward embarked in steamboating, his first vessel having been the little steamer *Dashaway*, which he operated in the White River trade. He subsequently constructed the steamer *J. B. Libby*, a craft familiar to all Northwestern mariners, and ran her until 1872, when he entered the service of the Starrs, but resigned after a year's work to take command of the tug *Goliath*. He remained on the *Goliath* almost continuously from 1873 until about a year before his death, when he took charge of the *Tacoma*. He died in Seattle, March 17, 1889, after a brief illness, leaving a widow, who still resides in Seattle, and a son, Capt. John B. Libby, a resident of Port Townsend.

¹⁹Capt. Samuel Jackson was born in Plymouth, Mass., November 17, 1832, and began his seafaring career on a fishing schooner at the age of ten. At seventeen he entered the deep-water trade, and on one of his early voyages to the Pacific Coast the vessel foundered near the equator, but all hands escaped in the lifeboats and reached land four days later. Young Jackson worked his way back to Philadelphia via Valparaiso, and next sailed out of Boston on a line of packet ships to Liverpool, continuing in this service for five years. He then shipped as boatswain on the *Niagara*, and during a trip from New York to Liverpool was wrecked in the Irish Channel, but only two of the crew were lost. From the Atlantic, Captain Jackson went to the Lakes and spent the summer of 1856, returning to New York in the fall and going as second mate of the ship *Webfoot*, which arrived in San Francisco in May, 1857. After a few months in the mines he sailed for Hongkong. He reached Puget Sound in 1858 on the ship *White Swallow*. The next three years he passed in the diggings of California, Nevada and Mexico, and in 1861 returned to the Sound, where he has since resided. He commenced steamboating on the *Ranger No. 2*, and after a short time became pilot on the *J. B. Libby*, and from this vessel went to the steamer *Idaho*, which he commanded for several months. He was in charge of the *Varuna* until she went to the Columbia, and subsequently handled the tugs *Columbia* and *Blakeley*. The *Fanny Lake* and *Otter* were his next steamers, and later he operated the new *Tacoma* in towing. He was employed by the Washington Steamboat Company for a long time, and was one of the last masters of the steamer *Washington*. He retired from active service a few years ago and is now living in Seattle.

²⁰Capt. Thomas Brennan was born in Pictou, Nova Scotia, in 1839, went to sea when a small boy, and, after sailing in various capacities, arrived on the Pacific Coast in 1859. He served on steamers on the Sacramento River and San Francisco Bay for a short time and made a number of voyages to the Sound and British Columbia in sailing vessels, leaving the Northwest for a trip to China in 1863. On his return he spent a short time in the Coast trade, and in 1866 took command of the steamer *J. B. Libby*, and from her went to the sidewheel steamer *Isabel*. He was master of various steamers on the Sound during twenty-five years, and was always considered a careful navigator. Many a young steamboatman in that locality to-day is indebted to "Tom" Brennan for valuable lessons in his calling. Captain Brennan retired from the water several years ago and died in Seattle in February, 1895.

²¹James Griffiths was born in Fisguard, Wales, in 1840, and learned the engineer's and machinist's trade at one of the best shops in England. He came to the Pacific Coast in the early sixties, going to Puget Sound on the steamship *Brother Jonathan* in 1863. He commenced work on the *J. B. Libby* soon after his arrival, was next on the *Columbia*, and was employed on the new steamer *Alida* for several months after her advent. Other steamers on which the Captain had seen service were the *Eliza Anderson*, the *North Pacific*, *Goliath* and *Nellie*. At different times he was interested in small steamers, and was one of the best known of the early engineers in the Northwest. He died at Seattle in December, 1887, aged forty-seven years.



JAMES GRIFFITHS

Whatcom. On the expiration of the contract the boat was mustered out of service temporarily, and her furnishings were transferred to the steamer *Chehalis* in May, but a short time afterward she started out again in command of Capt. Mark Norton. In May, 1880, an interest in the boat was secured by Capt. Charles Low,



CAPT. JOHN COSGROVE

who ran her for a short time, being succeeded by W. F. Monroe in 1882, and he by George W. Fry in 1883. About 1885 she fell into the hands of Capt. J. M. Brittain, who spent \$17,000 in remodeling her into a propeller. On completion she went on the Neah Bay mail route under Capt. W. F. Monroe, remaining in this service a short time. Capt. James Morgan of Port Townsend was her next owner, who in turn disposed of her to Capt. H. F. Beecher in April, 1889, for \$12,000. Beecher operated her in the Roche Harbor lime trade, and she was in charge of Capt. Frank White until November, 1889, when she was destroyed by fire while on a trip to Port Townsend (see wreck of *J. B. Libby*, 1889). The hull was towed to her destination but was beyond redemption, and the career of the old steamer closed. As originally constructed the *J. B. Libby* was eighty feet long, sixteen feet beam, and four feet eleven inches hold, and was named in honor of Capt. John B. Libby,²¹ now superintendent of the Puget Sound Tugboat Company.

The *Mary Woodruff*, built at Port Madison by John Swan, a logger, and Jay E. Smith of Steilacoom, was sixty-three feet long, fourteen feet beam, six feet hold, with machinery taken from the old *Ranger*, then on the beach, which Swan had purchased from the owners of the abandoned vessel. When completed she was put on the Whatcom route, where she was the pioneer steamer in the postal service, and the first which had ventured there since the bursting of the mining boom of 1858, after which event the steamships and small steamers which had been so plentiful gradually dropped off until none were left; and a short time prior to 1860 there was no communication whatever between Whatcom and the outside world. "Humboldt Jack" Cosgrove secured the mail contract about this time, and ran the sloop *Maria* for two years; but, as she was a poor substitute for the transportation facilities which they had once enjoyed, the people rejoiced when the *Woodruff* appeared. She ran from Seattle in command of her owner, Captain Swan, who was not thoroughly conversant with steamboating in all its branches, and did not make a success with the *Woodruff*. After a short time he disposed of the steamer to Meiggs, the mill man. Meiggs had no particular use for the craft, so he in turn sold her to Capt. John Cosgrove,²² better known as "Humboldt Jack." The *Mary Woodruff* and her new proprietor then began a career that made their names household words all over the Sound, for the steamer was the first "all around" boat that had yet appeared. She carried mail, freight and passengers on various routes, towed logs and lumber vessels, and jobbed in these waters for years. Cosgrove finally gave her up after other steamers entered the contest for the business of which he had enjoyed a monopoly. In 1870 Capt. Henry Smith was operating her, and in 1872 she became the property of Captain Williamson, who ran her for a long time, finally abandoning her on the beach at Freeport. Her machinery and furniture were removed, and in June, 1881, the hull was destroyed by fire. She was a sidewheeler, with cog gearing from a single engine. Among her first engineers was James Stanley, who is at present chief on the steamer *Multnomah*.



JAMES STANLEY

²¹ Capt. John B. Libby was born in Virginia in 1852. His parents removed to San Francisco four years later, and in 1859 he arrived on Puget Sound. His marine career began on the pioneer steamer which, for over a quarter of a century, made the name of J. B. Libby famous in the Northwest. He remained on the *Libby*, then owned and operated by his foster father, the late Capt. S. D. Libby, until 1870, when he went on the steamer *Phantom*, running between Port Blakely, Seattle and Port Madison. After running the *Phantom* for a year he was transferred to the *Ruby* on the same route, and ten months later resigned and entered the employ of the Starrs, remaining with them as mate and pilot until 1873, when he became mate on the tug *Goliath*, then commanded by Capt. S. D. Libby. In the winter of 1874 he left the *Goliath* to take charge of the steamer *Polikofsky* for the Port Madison Mill Company. He remained there until March, 1877, when he went to San Francisco, fitted up the old tug *Donald* and brought her up for the Freeport Mill Company. Leaving the *Donald* in 1878 he entered the employ of the Port Blakely Mill Company, running the steamer *Blakely* until January, 1884, when he went to San Francisco in the interest of his employers. He next engaged in the stevedoring business with the late R. M. De Liou, abandoning that in 1886 to take a position as assistant superintendent for the Tacoma Mill Company. While in this employ the Puget Sound Tugboat Company was organized, and Captain Libby, being thoroughly conversant with every detail of the business, was appointed superintendent, a position which he still holds, with headquarters at Port Townsend.

²² Capt. John Cosgrove, known for many years to nearly every resident on Puget Sound as "Humboldt Jack," was one of those genial, good natured men who never had an enemy. He journeyed to Puget Sound in the fifties, and lived upon a land claim near Port Madison a short time, finally selling it to G. A. Meiggs and receiving the steamer *Mary Woodruff* as part payment. This venture proved profitable, and after disposing of the boat he lived ashore at Tacoma, subsequently taking charge of the steamer *Blakely*, which he ran for about four years. He met with a sudden death at the Woodward House, Port Blakely, February 8, 1878. He was standing on a chair, attempting to hang a bunch of bananas on a nail, when he lost his balance and fell, striking his left temple on the corner of a box. He never recovered full consciousness and died in about two hours. A few moments before his death his wandering mind revived a little and seemed to take him back to his steamboating days, to which he alluded in disconnected sentences. His last words were: "Hurry and get up steam; I'm going." His body was taken to Seattle for burial, and such a large number of friends assembled that it was necessary to hold the funeral services in Yessler Hall. Nearly two-thirds of the population of the city attended, and many came from different parts of the Sound on the steamers *Mastick* and *Goliath* to pay their respects to one of the most popular men in the early marine history of that vicinity.

In the Victoria district half a dozen new steamers were built, among them the *Prince of Wales*, a good-sized craft, intended for Lilloet Lake. The *Prince* was a sternwheeler, one hundred and fifteen feet long and twenty feet beam, with engines fourteen by fifty-four inches. Capt. Hugh Stalker²⁴ of Moodyville was with her during the first three years. On Seaton Lake, two steamers, the *Prince Alfred*, a sidewheeler, and the *Seaton*, were launched, and for the upper Fraser a second *Enterprise*, a sternwheeler, one hundred and ten feet long and twenty feet beam, with engines twelve by thirty-six inches. A small propeller, the *J. W. Moore*, was completed by William Moore, and another sternwheeler, the *Lilloet*, was constructed by the Douglas & Lilloet Steam Navigation Company. Dimensions: one hundred and thirty feet long, twenty-eight feet beam, equipped with two boilers sixteen feet in length by forty-six inches diameter, and engines seventeen by sixty inches. Her initial service was from New Westminster to Yale, in which she continued for several years, first in command of



CAPT. HUGH STALKER

Captain Fleming and afterward in charge of Insley and other well known Fraser River masters. She took part in nearly all of the combinations made on the Fraser and was in active use for ten years. She was laid up at Victoria in 1874, but after receiving a new shaft and other betterments was held as a reserve boat, and as such made occasional trips for some time. The British Columbia Steam Navigation Company, formed the preceding year, made a combination with Moore, bought off Captain Millard's steamer *Hope* and tied her up. Captain Irving was not in the deal and with the *Reliance* made matters very interesting on the river. The Cariboo mining excitement was well under way at this time, and several hundred men left Victoria daily, making a fine business for the *Enterprise*, which was running between Victoria and Westminster. The former port received a visit from two tramp steamers, the *Robert Lowe* from London with one hundred and eighty passengers, among them J. Griffiths,²⁵ the well known Victoria wharfinger, and the *Fusi Yama* from New Zealand. H. B. M. ships *Sutleg* and *Chameleon* were also at Esquimalt during the year. Foreign arrivals were the ships *Julia*, Captain Freeman, *Strathallan*, Captain Paddler, *Esk* from Hongkong, *Somass* from Amoy, and *Vancouver* from Cardiff, and the barks *Philippine* and *Helvetia* from London, *Heversham* from Hongkong, and *Dusty Miller* from Liverpool. The ship *Alice Thorndyke*, Captain Thorndyke, brought immigrants from New Zealand, and, after

loading lumber on the Sound, cleared from Victoria with a number of passengers. The schooners *Discovery*, Capt. George Rudlin,²⁶ *Caroline*, Capt. Jimmy Jones, *Rose Newman*, Captain Francis, *Blackhawk*, Captain

²⁴Capt. Hugh Stalker of Moodyville was born in Nova Scotia in 1832, and when a boy of twelve years commenced his apprenticeship on coasting schooners on the Atlantic. He subsequently became mate of the schooner *Ida May*, in the West India trade, and in 1854 was in command. He left her to take charge of the schooner *Curlew*, but returned to the *Ida May*, ran her for two years, and then proceeded to the Pacific, arriving in San Francisco in 1862. Like nearly all seafaring men, the mines claimed his attention at first, but after a period on shore he joined the *Prince of Wales*, plying on Lilloet Lake. He remained on the steamer three years, and then settled at Moodyville and operated the engine in the mill until he was offered the command of the steamer *Union*, which he handled until she burned on the Fraser two years later. After this casualty he served on the ferry-boat *Lilly* for a twelvemonth and subsequently on a number of other small steamers, until he took charge of the *Leonora*. Two years afterward he left her for the *Senator*, of which he has since been master.

²⁵Jeremiah Griffiths, wharfinger, was born in Wales in 1839, and with the exception of occasional intervals has been in the marine business for forty years. He commenced in England as an apprentice on the brig *Mary Grace* in 1855, and followed the sea until he reached Victoria in 1862 on the steamship *Robert Low*. After his arrival he occupied the position of wharfinger for the Hudson's Bay Company for nineteen years. He fitted out the schooner *Jenny Jones*, which was afterward converted into a steamer and made two trips to the mines. In 1882 he took charge of the Canadian Pacific Navigation Company's wharf and has remained with them ever since.

²⁶Capt. George Rudlin of Victoria was born in Essex, England, in 1836, and at the age of twelve joined a fishing smack at Colchester, England, and followed this vocation three years. He then spent a short time on Newcastle colliers, and subsequently shipped on the steamship *Victoria* as an ordinary seaman. The brig *London* for Valparaiso was his next berth, and after reaching the South American port he signed on the ship *Red Gannet* for San Francisco, arriving in the spring of 1856. He immediately found occupation on a Sacramento River schooner, where he remained for a year, and then went to Puget Sound on the bark *Ella Francis*, which loaded coal at Whatcom. He was next on the bark *Sarah Warren* with Captain Gove, but after making one trip left her in San Francisco and went to Humboldt Bay on the brig *George Emery*. When the gold excitement broke out on Fraser River he started overland for the mines, but on the way encountered Col. Joe Hooker, who was constructing the military wagon road through from Oregon to California, and worked for him four months, afterward going to Myrtle Creek, where he wintered. In the spring of 1859 he went to the mouth of the Umpqua and took passage on the steamship *Columbia* for Esquimalt, B. C. He found employment in the neighborhood of Victoria until the spring of 1860, at which time he settled on *Discovery Island*. While there he bought the schooner *Circus*, and, after sailing her two years in the wood trade to Victoria, built the schooner *Discovery* for the coal and lumber traffic. The first cargo was lumber from the Port Madison mills to W. P. Sayward's yard in Victoria, where a portion of it was used in the erection of the First Presbyterian Church. After five years in this business he left the *Discovery* and sailed the *Black Diamond* for three years, and then took charge of the steamer *Emma*, which he used to tow the *Black Diamond*. He was subsequently master of the *Grappler*, and with others formed the British Columbia Towing & Transportation Company and acquired the old steamer *Beaver* from the Hudson's Bay Company, Captain Rudlin commanding her for nearly three years. He was on the *Alexander* for a few months, and later entered Spratt's employ, remaining with him until the Canadian Pacific Navigation Company purchased his steamers. While with Spratt he handled the steamers *Wilson G. Hunt* and *Cariboo Fly*, and when the change in ownership occurred took the *Enterprise*, and afterward successively the *Princess Louise*, *R. P. Rihel*, *Yosemite*, *Western Slope*, *Islander* and *Charmer*. At present he is on either the *Islander* or *Charmer* on the Victoria-Vancouver route, which would hardly seem natural without Captain Rudlin.

Hewitt, *Alarm*, Captain Ettershanks,²⁷ and a number of others, were trading and freighting between Vancouver Island and American ports.

One of the finest vessels yet built in the North, named in honor of the well known steamship owner, George S. Wright,²⁸ was launched at Port Ludlow in 1863. She ran in the Sound and coasting trade for ten years, and finally met with a terrible and mysterious end in 1873 (see wreck of steamship *George S. Wright*). The United States sloop-of-war *Saginaw*, Commander W. E. Hopkins, Chief Engineer Seymour, made a cruise in Northern waters, and was at Seattle for a few weeks in 1862. The bark *Narramissic*, Capt. Charles Willoughby, from San Francisco for Port Townsend, left a record for long passages that has never been equaled. She made fair time until Cape Flattery was sighted, fourteen days out. There adverse winds were encountered and the vessel was driven to sea, where she weathered a succession of gales, and finally, after her canvas had been torn into shreds, barely escaped destruction while beating in to Barclay Sound. When her anchor dropped in the harbor she was surrounded by canoes filled with hostile Indians, who, however, fled in terror when they learned that several women and children on board were sick with smallpox. One of the passengers died of the dread disease, and, after waiting for nearly four weeks for fair weather, the bark put to sea with sails made of gunny sacks and similar material, reaching Port Angeles Bay sixty-three days after leaving San Francisco. While in her disabled condition she was spoken by a schooner, which supplied the ship with a few provisions and reported her; but, through fear of a pestilential visitation, the collector at Port Angeles refused to send a vessel to her assistance. Brave old Captain Selden, of the revenue cutter stationed at that point, finally set out in defiance of orders, and, though he missed her in the fog, kept up the search for two weeks.



CAPT. GEORGE RUDLIN

With the exception of the increasing numbers of the lumber fleet there were but few additions to the sailing vessels on the Northern coast. Captain Chase was running the barks *Ann Perry* and *Iwanowa* between San Francisco and Olympia, and the bark *Camden*, Captain Mitchell, was in the Sound trade for a few months. The bark *W. A. Banks*, built in Maine in 1854 and registering four hundred and sixty-nine tons, which Captain Coe had bought for the Oregon Steam Navigation Company, arrived from the East in 1863 in command of Capt. Warren Bray and was enrolled at the Astoria custom-house. The bark *Cambridge*, built in Charleston, Mass., in 1858, and owned by her captain, N. C. Brooks, also registered at Astoria. He afterward sold her and piloted for a while on the

²⁷ Capt. William Ettershanks was born in Aberdeen, Scotland, in 1842, and began his marine career in England, where he passed four years as an apprentice on the bark *Queen Margaret*, after which he was third mate on the ship *Lawncetson* for eighteen months. He came to the Coast as second mate on the ship *Julia*, but in February, 1863, left her at Victoria and prospected in the Cariboo country until fall. He subsequently returned to Victoria and took command of the *Alarm*, in the trading and freighting business between there and Nanaimo, for a short time. He then shipped as a sailor on the schooner *Alberni*, sailing nearly a year and a half between Victoria, Alberni and Honolulu. In 1866 he became master of the scow *Industry*, served for a season or two, and then went to work for Renton & Holmes at Port Blakeley. He signed again as a sailor on the steamer *Isabel* in the following year, and while there was nearly killed by the breaking of a hawser. After a short time he accepted the position of boat-keeper for the British Columbia pilots, and later was mate on the schooner *Alpha* with Capt. Thomas Brennan, the well known Puget Sound steamboatman. The vessel was cast away on the north coast of Vancouver Island within a month, and Ettershanks walked across the island to Nanaimo in midwinter. After recovering from the hardships incident to this exposure he took charge of the steamer *Emma*, and two years afterward became captain of the scow *Discovery*. He lived ashore for six years, and in June, 1877, commenced piloting deep-water vessels from Victoria to Nanaimo and Burrard's Inlet, in which occupation he has been very successful.

²⁸ George S. Wright, one of three sons whose names are familiar at every seaport between Panama and Alaska, was born in New York City in 1832, came to the Pacific Coast in the early fifties, and with his brothers has been interested in many of the pioneer steamers on Northwestern waters, among which were the *John T. Wright*, *Goliath*, *Enterprise*, *Wilson G. Hunt*, *Daniel Webster*, *Olympia* and *New World*. He served as purser on the *Brother Jonathan* and *Pacific* while they were owned by the Wrights and also occupied the same position on the *Sea Bird*. He joined forces with Finch in 1865, built the *Olympia*, and, during almost the entire period of her prosperity, was one of the owners of the *Eliza Anderson*, a craft which is said to have run slower and made money faster than any similar steamer that ever floated. With the decline of steamboating on the Sound, Mr. Wright disposed of his holdings, and has since been engaged in marine ventures in California and at present is out of the business after forty years of experience.



CAPT. WILLIAM ETTERS SHANKS

Columbia bar. The bark *Ork*, one of the old-timers, was running between Coos Bay and San Francisco in command of Capt. J. W. McAllep.²⁹

Marine casualties were few in number in 1863, no serious disasters occurring on the Northern coast except the loss of the bark *Christopher Mitchell*, Captain Eustace, which was wrecked near Point Chatham while *en route* to San Francisco from Nanaimo with a cargo of coal. The ship *F. W. Bailey* went ashore January 8th three miles south of Point Lobos while *en route* to Puget Sound to load lumber for Australia. She sailed out of the Golden Gate, but the wind failed soon after clearing the heads, and she was obliged to anchor. The holding ground was poor, and, despite the efforts of the crew, she soon went on the rocks. L. R. Dyer, captain, Thomas Adams, mate, William Randolph, John Torlando, Peter Simpson, John Conway, J. C. Fielding, Joseph Lynch, and George Kinkley, were lost. The tug *Merrimac*, afterward well known on the Columbia and Puget Sound, capsized on Humboldt bar, February 22d, and all hands perished. The crew consisted of: Hatch, captain; Martin, engineer; Bales, mate; C. McLean, J. S. Garwood, Mr. Harrington, two deckhands, two firemen and four others. Among the notable deaths of the year was Capt. Lafayette Balch, who came to the Sound in 1850 on the old brig *George Emery*. He was the founder of the town of Steilacoom, and ran a line of packets between there and San Francisco for many years. Another man of equal prominence in early marine affairs, Capt. W. B. Wells, was drowned in Shoalwater Bay by the capsizing of a plunger.

Over a score of steamers were either built or brought in for use on river and Sound in 1864, and some of them were quite pretentious in size and speed. As in former years, the Oregon Steam Navigation Company retained almost absolute control of the marine highway to the upper country and either bought off or subsidized all opposition. Their business had reached such proportions that over five hundred men were employed on the road and river for several months each season. The stampede of the preceding two years had taxed the capacity of their steamers to the utmost, and early in 1864 they brought the California Steam Navigation Company's old flagship *New World* up from the Sacramento and put her on the Cascade route.

The *New World* had more than a passing claim to the fame she enjoyed on both sides of the continent. She was the first steamboat launched with steam up, and soon afterward was the central figure in one of the most daring escapades ever attempted and successfully accomplished. She was built in New York in 1849 by William Furness for a prominent shipowner named Brown, but before she had seen any service was seized by the sheriff for debt. Capt. Edgar Wakeman had been engaged to command her, and when she became involved he planned to release her in a novel manner. Securing permission to work the engines in order to prevent rust from accumulating, he arranged with the engineer for a full head of steam, and at the proper moment ordered the hawser cut, and the steamer went flying down the bay with the sheriff and three of his aides as unwilling passengers. When he reached the narrows he ran close in shore and stopped the engines, and, as he emerged from the pilot-house, the angry official covered him with a pistol, saying: "I am the sheriff of New York City and County. This vessel is in my charge, and she must be taken back to the dock." Wakeman straightened up and said: "And I am master of the good ship *New World*, afloat upon the high seas. This vessel is in my charge, and let who questions it beware." He signaled all hands on deck, and when they appeared, armed with pistols, knives and cutlasses, the sheriff and his men were hustled over the side into a small boat and set ashore by the mate. The *New World* steamed away, making her first stop at Pernambuco, where she ran in at night and got out again without trouble, but was pursued into Rio de Janeiro by an English frigate, which, had she been fleet enough, would have ended the cruise of the *New World*, which was without clearance papers and would have been a lawful prize. The absence of the necessary documents might have caused serious difficulties at Rio, but Wakeman was equal to the occasion, and, while pulling ashore, managed to fall overboard and lose the tin box which was supposed to contain them. The consul accepted the explanation, sympathized with him, and sent him on his way armed against future interference. Eighteen of the crew died at Rio with the yellow fever, but the *New World* was finally coaled and started seaward. At Valparaiso she was ordered into quarantine for twenty days, but Wakeman made such a strong protest that the authorities turned him loose at the end of the eighth day, and he went on to Callao, where he was informed that the news of his flight from New York had reached the Pacific, and that an effort would be made to capture him at Panama. The *New World* took fuel enough to carry her through if necessary, but ran into Panama at night, anchoring behind the Island of Tobago. Wakeman went ashore wearing a red flannel shirt and a Scotch cap, and learned that there were but two men authorized to seize the steamer and but ten Government soldiers available, while the town was full of people willing to pay \$300 each for passage to California. He returned to the steamer, and at sunrise anchored in plain sight of the city, with the covers removed from the gilt name on the wheelhouse, and went ashore to make arrangements for the transportation of the eager crowd. The marshals attempted to arrest him, but, before they were aware of his intention, he covered them both with revolvers; and a large number of excited passengers gathered about them.

²⁹ Capt. J. W. McAllep was born in Maine in 1838 and spent his earliest days on the water on the Atlantic. He arrived on the Pacific Coast in 1863, and his first employment was on the bark *Ork*, running to Coos Bay. He spent a few years in Simpson's service, commanding the brigs *Arago* and *Orient*, the schooner *Enterprise*, several tugboats, the steamers *Eastport* and *Empire* and the ship *Delroit*, and was subsequently captain and part owner of the clipper *Western Shore*. He retired from deep water a few years ago and went to Seattle, where he had charge of the fireboat *Snoqualmie*, and, after having been superseded by Captain Conner, went round to the Columbia and ran one of Simpson's tugs for a short time. Since the death of Capt. Charles Carlson he has been master of the *Chilkat* on the Alaska route.

offering to tar and feather, lynch, or dispose of the offending officers in any way that Wakeman might suggest. The deputies realized their helplessness and sensibly tore up their papers. The steamer left Panama, June 20th, with two hundred passengers, arriving at San Francisco, July 11, 1850. She at once went to work on the Sacramento River and continued there until 1864, when she was sold to the Oregon Steam Navigation Company, steamed North in charge of Capt. Chris. Dall and arrived at Portland in April. Capt. John Wolf took charge of her on the Cascade route at once, and on the opening trip, May 3d, she carried a large crowd, accompanied by a band. The gold mines of the upper country were at their best at this time, and business on the river was booming. Nearly two thousand pounds of gold formed part of one cargo, and great numbers of people and much freight were transported. In spite of her extensive carrying capacity she was none too large for the route, and even had to be assisted by the other boats, the *Wilson G. Hunt* running with her in the

passenger service, and the *Carrie Ladd* and *Express*, during a good portion of the time, for freight and stock. As long as this condition of affairs lasted the enormous operating expense was not heeded; but, when the business slackened, a more economical steamer was ordered for that locality, and the *New World* was disposed of to Hale, Crosby²⁰ & Winsor, who took her to the Sound, where she made her first appearance in March. In the fall of that year a half interest in the steamer was bought by Jacob Kamm for \$20,000; but, as the traffic at that time did not warrant her retention in the North, she was sent to San Francisco in 1868, where she was promptly libeled by the California Steam Navigation Company for breach of contract, as the agreement made when she was sold to the Oregon Steam Navigation Company for \$75,000 provided that she was to be kept out of California waters until ten years had elapsed. After considerable litigation the matter was finally settled, and the wheels of the *World* again went round. In appearance she resembled the steamer *Wilson G. Hunt*, was two hundred and twenty-five feet long, twenty-seven feet beam, and nine feet hold, with a walking-beam engine forty-six by one hundred and twenty-one inches,



CAPT. CLANRICK CROSBY

contained thirty-five staterooms and one hundred and eleven berths, and was very speedy. While on the Columbia she made a round trip between Portland and the Cascades in six hours and fifty-seven minutes' actual running time.

During the prosperous business of 1864 the Washington Territory Transportation Company, the principal members of which were Donohue, Kohl and Ankeny, prepared to struggle for a portion of the Columbia River trade with the steamer *Cascades*, a big sternwheeler which they had built at Utsalady. As soon as completed she was sent to the Columbia, carrying the machinery for two other steamers which her owners expected to construct on the river. The *Cascades* arrived at Portland, September 5th, and at once commenced to refit. Her trial trip was made January 23, 1865, with Captain Van Bergen at the wheel; but, before she had displayed much of an attempt at opposition, the Oregon Steam Navigation Company subsidized her, and she remained idle until July, when the company decided that, inasmuch as they were paying a good round sum each month for her services, they might as well use her. Accordingly the small cylinders were exchanged for larger ones, and she started on the Cascade route in charge of the following officers: John H. Wolf, captain; N. B. Ingalls, purser; James Galloway, chief engineer; Louis Piper, pilot; and William Smith, mate. The steamer surprised every one by reeling off fifteen miles an hour with ease, and, owing to this as well as to her large carrying capacity, she was operated on the route until 1870, when years of hard running had diminished her speed and lessened her general utility, and she was abandoned. The *Cascades*



CAPT. WILLIAM SMITH

will always be remembered by old-timers as the first sternwheel steamer with a wheelhouse, this improvement being one of the many devices of the late John Gates. The dimensions of the steamer were: length, one hundred and fifty-five feet; beam, twenty-seven feet six inches; depth of hold, five feet ten inches; engines first used, sixteen by seventy-two inches; replaced in 1865 by others, eighteen and a half by seventy-two inches. The Oregon Steam Navigation Company made its first effort to control the Astoria trade in 1864, and as usual the rival steamers were compelled to withdraw from the contest in a very short time. Early in the year Captain Ainsworth bought Holman's interest in the route, and the *Julia*, which he had been running in opposition to the *John H. Couch*, was taken off, and the latter steamer continued in the service.

On the upper river the fleet was reinforced with the steamers *Yakima* and *Oreyhee*. The *Yakima*, which in her day was the champion of the upper Columbia, was built at Celilo in 1864, making her trial trip May 4th in

²⁰ Capt. Clanrick Crosby was born in East Brewster, Mass., in 1814, and, as soon as he was old enough to go to sea, shipped before the mast and sailed between Atlantic ports and Europe in the merchant service. He followed this vocation until 1858, when he left the ocean for a few years and went to the Pacific Coast. On Puget Sound he was interested in several small steamers, but the *New World* was such an unprofitable speculation that he abandoned the business and took up his residence at Tumwater, where he died in 1879.

command of Capt. Charles Felton. She was a handsome steamer, one hundred and fifty feet long, twenty-nine feet beam, and five feet hold, with twenty-six staterooms elegantly furnished and with a freight capacity of over two hundred tons. Her engines were seventeen by seventy-two inches, and they sent her along like a racehorse, giving her a record of forty-one hours and thirty-five minutes from Celilo to Lewiston, a distance of two hundred and seventy-nine miles, against a very swift current and with many rapids to climb. This run was made by Capt. E. F. Coe in June, 1867, and has never been excelled. Coe commanded the *Yakima* the greater part of the time until 1870, when he was succeeded by Capt. Thomas Stump, who was the last master of the steamer. In 1875, while on her way down the river with one hundred and sixty tons of freight, she struck a rock in the John Day's Rapids, which stove in the bottom from the bow aft nearly past the boiler. She was immediately headed for the Oregon shore and sank in shallow water. While this experience was not a new one for the steamer, the mishap was of such a serious nature that she was of but little value after she was raised. Peter W. De Huff³¹ was one of the best known engineers of the *Yakima*, and James W. Troup was purser in the early part of the seventies. The *Owyhee* was built at Celilo and was originally intended as an opposition steamer to the Oregon Steam Navigation Company, but before she was completed the monopoly secured control and she came out under their flag. She commenced running to Lewiston in command of Capt. J. H. D. Gray, with H. C. Coe,³² pilot; and the former continued in charge until 1867, when Capt. Eugene F. Coe took her. Capt. S. D. Holmes and Capt. Thomas Stump subsequently served on the steamer, and in 1871, while Stump was running her, she struck a rock about twenty



STEAMER "YAKIMA"

miles above Wallula on her way to Lewiston and sank almost instantly. She was thought to be a total loss, but was afterward raised and was in commission, except at intervals, until 1876, at which time she was dismantled at Celilo. Her engines were placed in the steamer *Welcome* on the lower river, and subsequently did good work both on the Columbia and on Puget Sound. The dimensions of the *Owyhee* were: length, one hundred and twenty-three feet; beam, twenty-four feet; depth, four feet; engines, sixteen by forty-eight inches. In July, 1878, Capt. Fred Wilson sailed the hull down over Tumwater Falls, stern first, in safety; from here she was taken to The Dalles in March, 1879, by William Johnston, mate of the steamer *R. R. Thompson*, and ended her days as a wood barge on the middle river.

Early in the year a weak attempt at opposition was made by an organization known as the Columbia Transportation Company, of which Levi Farnsworth was president. They operated the little propeller *Celilo* on

³¹ Peter W. De Huff was born in York, Penn., in 1835, and commenced steamboating in the Northwest in 1863 on the *E. D. Baker*, between the Cascades and Portland. He remained there but a short time, and was next on the *Willamette*, going later to the middle river, where he remained in the employ of the Oregon Steam Navigation Company and its successors for over a quarter of a century. He retired from active service on the river several years before the Oregon Railway & Navigation Company was turned over to the Union Pacific, and was put in charge of the machine shops at The Dalles. He has won much renown by his masterly services in connection with the dangerous passage of the Cascades, and always took charge of the engines when there was a steamer to be taken over the rapids. He was with Capt. James Troup on the celebrated trip of the *Harvest Queen*, when she came through Tumwater Falls in 1882 with rudders carried away and with the pillow blocks and eccentric rod broken. It was an exciting journey, but the steamer finally reached the bank, after drifting four miles. De Huff repaired the damage, and the boat came through to The Dalles without further mishap. He was also engineer with Troup when the *D. S. Baker* came down from the upper river. Although he has had several narrow escapes, Mr. De Huff was never in a serious accident and bears the reputation of being one of the most careful as well as fearless men on the river. He is still living at The Dalles, where he has made his home during a good portion of his active career, and remains in the employ of the Oregon Railway & Navigation Company in connection with engineering work at the railroad shops at that place.

³² H. C. Coe was born in Livingston County, N. Y., in 1844. His parents emigrated to Oregon in 1845 and settled at Hood River in the fall of the same year. In 1862 he commenced steamboating as an apprentice pilot on the Oregon Steam Navigation Company's steamer *Colonel Wright*, E. F. Coe, master. He continued in the service of the company until the fall of 1869, when he gave up steamboating and engaged in farming. He followed this business until 1879, when the Oregon Railway & Navigation Company was organized. He then entered their employ and remained with them until the completion of the road, when he again returned to his home at Hood River, where he now resides.

the middle river, in command of Capt. John T. Kerns, and the small sidewheeler *Pioneer*, between Portland and the Cascades. The life of the enterprise was brief, and in August the *Pioneer* was sent to Yaquina in charge of Captain Bochau, and was run by Cyrus E. Carr, who is still an engineer on the bay. She was the first steamer in the harbor and was followed a few months later by the *Elk*, Capt. Richard Jordan. The *Pioneer* afterward fell into the hands of the Kelloggs, and Orrin Kellogg was master for a while.

Next in importance to the Columbia River routes was the Cowlitz trade. There was a large amount of traffic between Puget Sound and the Columbia, and, as ocean steamers were few in number, the bulk of the travel was via the Cowlitz to the head of navigation and thence by stage to Olympia. Previous to the purchase of the *Rescue* and *Couch* by Captain Ainsworth, the Oregon Steam Navigation Company ran the *Express* in opposition to the former, which was operated by the Monticello & Cowlitz Landing Steamboat Company. The steamer *Rescue*—length, ninety-five feet; beam, twenty-one feet; depth of hold, three feet seven inches; with engines ten by forty-eight inches—was built at Monticello by Oliff Olsen, who had been running the steamer *Cowlitz* and who was also interested in the *John H. Couch*, completed only a short time before. With him were associated a man named Huntingdon and one or two others. To retaliate upon the Oregon Steam Navigation Company for crowding them so hard on the Cowlitz route, her owners put the *Rescue* on the Cascade line in command of Captain Thayer, and the *Julia* was sent after her with Captain Strang. While the war was in progress rates between Portland and the Cowlitz were cut to twenty-five cents, and an opposition stage line carried passengers through to Olympia for six dollars. The *Rescue* gave way to the pressure, but the route remained in contest nearly all of the time until the completion of the Northern Pacific, principally owing to the fact that almost any kind of a steamer could handle the trade there, while it required better boats to run to the Cascades. In 1865 she was operated for



PETER DE HUFF

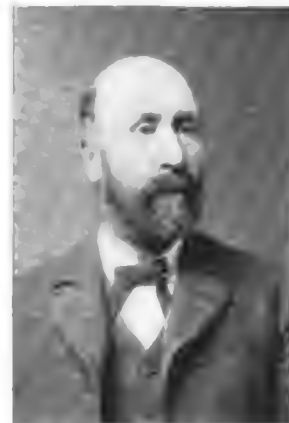
a while on the Astoria route to compete with the Oregon Steam Navigation Company's steamers, but Captain Ainsworth quietly bought her in with the *Couch* and the *Belle* and afterward turned his purchases over to the company. Soon after changing ownership, Capt. James Strang was appointed master and handled her until 1869, when Capt. Granville Reed took charge for a year, giving way to Capt. William Smith. She remained on the Cowlitz route, with occasional trips to Astoria, until 1871, when, the Oregon Steam Navigation Company having given up the Cowlitz trade, she was sold to Joseph Kellogg. Her new proprietor kept the little steamer moving until 1878, when she became too old for further use and was broken up. In the language of one of her masters, she was "an awful big little boat" and carried a large cargo despite her diminutive dimensions.

The overland passenger traffic to the East was somewhat of a factor in transportation in 1864, as Ben Holladay's stage line connected with the Oregon Steam Navigation Company's steamers at Wallula, carrying passengers through by way of Boise, Idaho.



CAPT. H. C. COE

The fare by stage from Walla Walla to Boise was \$40, and to Atchison, Kan., \$225. Each person was allowed twenty-five pounds of baggage, and an excess over that amount was charged for at the rate of \$1.50 per pound. When the fight with the People's Transportation Company ended, a new schedule of rates for up-river points was established: To The Dalles, freight, \$15.00 per ton; fare, \$6.00. To Walla Walla, freight, \$50.00; fare, \$12.00. To Umatilla, freight, \$45.00; fare, \$10.00. To Lewiston, freight, \$90.00; fare, \$22.00. The steamers *Oneonta*, *Idaho* and *Iris* were employed on the middle river, the latter as a stock boat, and the *Tenino*, *Owyhee*, *Yakima*, and the little steamer *Cayuse*, which they had bought from Leonard White, on the upper river. The *Cascadilla* was running on the upper Snake and sometimes came down to Celilo, but did not meddle with the company's business. Captains Turnbull and Troup built the steamer *Fannie Troup* for the Vancouver route, and the steamer *Senator* was completed by Capt. Joseph Kellogg for the Willamette trade; but she soon passed into the hands of the People's Transportation Company, who also constructed the steamer *Reliance* at Canemah. During the year several of the pioneer steamers of the Oregon Steam Navigation Company passed out of



CAPT. GRANVILLE REED

existence. The *Mountain Buck* was stripped of her machinery and left in the boneyard, the *Carrie Ladd* was converted into a barge, the *Independence* and the *Jennie Clark* were dismantled and burned, and the *Fashion* was permanently retired.

The steamer *Fannie Troup* was launched at East Portland, September 29, 1864. James Clinton built the hull, and W. H. Troup superintended the equipment. A number of Vancouver people were interested with Troup and Turnbull, and the steamer was intended to replace the *Vancouver* on the Vancouver route. She commenced running late in the fall, in command of Capt. James Turnbull, and subsequently made trips to Kalama and to the Cowlitz, the Turnbells,²¹ father and son, and Captain Troup retaining control until 1870, when the steamer passed into the hands of the Oregon Steam Navigation Company. The following year the Vancouver Transportation Company operated the new *Vancouver* on the Cowlitz in opposition to the *Fannie Troup*, and the liveliest kind of a steamboat war was precipitated. Captain Babbidge ran the latter and Captain Kerns the former. The *Vancouver* was eventually worsted and went on the Vancouver run, which she was permitted to retain unmolested. The *Fannie Troup* continued on the lower river in command of Captains Babbidge²² and Richard Hoyt, Jr., until 1874, when she sank in the Cowlitz; and, though she was raised and taken to Portland to be repaired, her days of usefulness as a steamer were ended, and her engines were used in the *Welcome*. Her dimensions were: length, one hundred and twenty-three feet; beam, twenty-one feet; depth of hold, five feet; draft of water, light, twenty-two inches; engines, twelve and one-quarter by forty-eight inches; wheel, seventeen feet in diameter with fourteen feet face. The steamer *Senator*, which in 1875 went skyward in one of the worst boiler explosions since 1854, was built at Milwaukie by Capt. Joseph Kellogg in 1863, but did not make her trial trip until January 22, 1864. Her dimensions were: length, one hundred



CAPT. JOHN W. BABBIGE

and thirty-two feet; beam, twenty-four feet; depth of hold, four feet six inches; engines, fourteen by sixty inches. Soon after completion she was sold to the People's Transportation Company. Her owner received stock in payment and continued in the command of the steamer until 1867, when Captains George Pease and E. W. Baughman ran her for a while. Capt. Charles Kellogg took her in 1869 and remained in charge until the People's Transportation Company was succeeded by the Oregon Steamship Company (Ben Holladay). The *Senator* was a good boat of her class and had a fine record until "her day came at last" (see explosion of steamer *Senator*, 1875). The steamer *Reliance* arose from the ruins of the *E. D. Baker*, which had such a brief career on the lower Willamette and Columbia. She was built at Canemah, and on completion ran between upper Willamette points in command of Capt. John Cochrane, who continued in charge throughout her existence, being relieved occasionally by Capt. George Pease. She lasted until 1871, when her engines were removed and placed in the steamer *Alice*, belonging to the same company. The dimensions of the *Reliance* were: length, one hundred and forty-three feet; beam, twenty-four feet; depth of hold, four feet eight inches; engines, sixteen by seventy-two inches. With the *Reliance* and their other steamers on the upper Willamette, and the *Senator* and *Rival* below the falls, the People's Transportation Company were in a good condition for handling the large business which came to them. For a short time in October and November, during the low-water period, they used the steamer *Skedaddle* as a connecting link between Oregon City and Clackamas.

²¹ Capt. William R. Turnbull, a son of the pioneer Capt. James Turnbull, was born in St. Louis in 1842, commencing his marine career with his father as purser on the *Fannie Troup* in 1864, and afterward became captain of the same steamer. When the *Fannie Troup* was sold to the Oregon Steam Navigation Company, he entered the employ of the new owners and ran their steamers for several years, serving at different times on the *Orient*, *Occident*, *Willamette Chief*, and others equally well known. He died at Vancouver in 1877.

²² Capt. John W. Babbidge, who commanded the steamers of the Oregon Steam Navigation Company on the Astoria route for twenty years, was born in Maine in 1842, and, like the majority of young men in that part of the world, followed the sea for a livelihood. After cruising on the Atlantic for a few years, he went to the Pacific Coast as second mate on the bark *Cambridge* in 1864, leaving her at Portland to go on the *Alfred Crosby*, then in the coasting trade between that point and Victoria. He remained on the *Crosby* a year, and subsequently ran the Government sloop *Belle* between Astoria and Fort Stevens until 1867, when he began steamboating as a deckhand on the *John H. Couch*. His ability was soon recognized by the Oregon Steam Navigation Company, and three years later he was given the captaincy of the steamer *Fannie Troup*, on the Cowlitz route. He went from her to the *Okanogan* and *Julia*, and afterward to the *Dixie Thompson*, *Emma Hayward*, *Annie Stewart*, *Josie McNear*, *Oneonta*, *Bonita*, *S. G. Reed*, *Mountain Queen*, *Willamette Chief*, *R. R. Thompson*, *Wide West*, *E. N. Cooke*, and other steamers of the Oregon Steam Navigation Company. In 1887 he commenced to pilot deep-water vessels on the river, but left the work in 1889 to take charge of Devlin's cannery steamer *City of Astoria*, continuing in this service until 1891, when he built the steamer *R. Miller*, which he is operating at the present time on the Westport route from Astoria and enjoying a good business. His son, Capt. Wilbur F. Babbidge, who was a pupil of his father in steamboating, is master and part owner of the steamer *Electric*.



CAPT. WILLIAM R. TURNBULL

The steamer *Maria*, which came to Portland from the Fraser in 1862, ended her days in April, 1864, while in possession of the United States marshal, who was put in charge when Judge Deady decided her forfeited to the Government. While in his hands she sank at the wharf, March 23d, but was subsequently raised so that the machinery could be removed, and was sold at auction to Captain Turnbull, who, after dismantling her, sold the hull to James Clinton.

In August, 1864, the little propeller *Celilo*, the second steamer to attempt the trip, came safely over the Cascades in command of Capt. Dan Baughman, with Fred Congdon, engineer, and fireman Johnson, the only other persons on board. This hazardous undertaking had been looked on with many misgivings prior to this time, but, a few weeks before the *Celilo* made the passage, a man named Brown had passed the rapids in a small skiff involuntarily without disaster, and the feat was not looked upon with so much wonder as when the *Umatilla* surprised the natives by coming through in comparative safety in 1858.

Several new steamers appeared on the waters of Puget Sound and British Columbia, the most important of them a big sternwheeler, the *Alexandria*, built at Victoria by William Moore. The *Alexandria* was the most unfortunate venture that Moore had yet engaged in, and while she was a fine boat with good power, she was a poor speculation for all who were in any way connected with her. She cost \$50,000 and ruined her builder before she performed any work. Being unable to make a satisfactory settlement with his creditors, Moore ran her over to the American side until he could arrange his affairs: but the Victorians followed and took her back to Victoria, and put her on the route between that port and the Fraser River as an independent steamer. She was first commanded by Captain Coffin, who was succeeded by Doane and Insley. After a few trips she collided with and sank the *Fidelater* off Clover Point, for which the owners of the latter vessel recovered heavy damages. The unlucky steamer was then sold to T. Pritchard for \$5,000, and after having been refitted, started out in command of Captain Swanson.²⁵ She was, however, never much of a success, and the Hudson's Bay Company removed her machinery in 1869 and it remained on the wharf in Victoria until 1874, when Capt. William Buchanan of Portland purchased it to furnish power for his big towboat *Ocklahoma*. The dimensions of the *Alexandria* were: length, one hundred and sixty-seven feet; beam, twenty-nine feet six inches; depth, eight feet; engines, twenty-one and one-quarter by seventy-two inches. The *Fidelater*, another famous coasting and jobbing steamship, arrived at Victoria in March, having come from England under sail, devoting one hundred and seventy-five days to the trip. She was refitted and put on the route between Portland and British Columbia ports, and her subsequent career under the British, Russian and American flags was eventful. She was finally confiscated by the United States Government for alleged fraud in securing American registry. After her collision with the *Alexandria* she was in command of Captain Erskine, and made her first voyage from Victoria to Portland in June, 1866, with forty-six passengers. Captain Erskine ran her to Alaska a few trips in 1867 in the service of the Russian-American Fur Company, who had bought her from the British owners. She adopted the American colors at the time of the Alaska purchase, and in 1869 was seized by the United States Government. In 1875 the vessel became the property of Goodall, Nelson & Co., who used her on the southern routes out of San Francisco until October, 1876, at which time she was lost on the lower coast (see wreck of steamer *Fidelater*). The *Fidelater* was a propeller, one hundred and thirty-one feet long, twenty feet beam, and ten feet hold, with oscillating engines twenty-seven by thirty-six inches.

The redoubtable Capt. "Jimmy" Jones,²⁶ who had been running schooners on the Sound for several years, succeeded in fitting out his schooner *Jenny Jones* with machinery in 1864 and put her in commission between



WILLAMETTE RIVER STEAMER "RELIANCE"

²⁵ Capt. John Swanson, the best known of any of the Hudson's Bay Company's masters of early years, was born in England in 1827, and arrived at Victoria, B. C., on the old *Cadboro*, when but a boy. He spent many years in charge of the steamer *Beaver*, and under his guidance that craft explored many channels in various parts of the Northwest hitherto unknown, some of which still retain his name. He was master of the steamship *Labouche* and the *Enterprise*, and remained in the service of the company until the time of his death, which occurred at Victoria, October 21, 1872.

²⁶ Capt. James Jones, or "Jimmy" Jones, as he was always called, was a Welshman by birth, and emigrated to California in 1849, going to the Sound in 1854, where he accumulated a little money, with which he constructed the schooner *Emily Parker*. He ran her during the Fraser River excitement, and after she burned built the *Caroline* for the route between Victoria and Nanaimo. His next enterprise was the construction of the *Jenny Jones*, at first as a schooner ninety-five feet in length, but subsequently the *Josie McNear*, *Beaver*, and other river steamers. He left this business to enter the customs service, but after a short time there he took a trip to the Sandwich Islands for his health. Not finding the relief sought, he sailed on the bark *Falkenberg* in May, 1878, altered and fitted up as a steamer. After his return from the celebrated flight to foreign parts, he sailed the schooner *Discovery* for a Victoria firm for a short time, but finally became mentally unbalanced and traveled about the country giving lectures on the "Eight Wonders of the World." He died in Victoria, August 20, 1882, aged fifty-two years.

Portland and British Columbia ports. She made her first trip to Portland in April and narrowly escaped wreck at the spot where the *Woodpecker* came to grief a few years before. Captain Jones built the steamer at Port Townsend in partnership with Franklin Sherman and continued operating her through the year. In the fall he bought out his partner and the following spring indulged in an escapade which is so remarkable for the reckless daring with which it was carried out that it is worthy of more than passing mention. In February, 1865, he became financially involved at Victoria and was thrown into jail. His schooner in the meantime had been sent to the American side in command of the mate. The Victoria gaol, as they term it on that side of the line, was somewhat insecure, and through the intervention of friends the Captain secured a woman's dress and bonnet and escaped. After much trouble he landed on the American side of the Straits only to learn that his steamer was in the hands of the United States marshal at Olympia, some of his American creditors having followed the example of the British Columbians. Captain Jones went to Olympia, and, when the *Jenny Jones* was sent to Seattle to be sold, he went with her as a passenger. The vessel tied up for the night at Steilacoom, and the marshal, not liking the quarters aboard, went to the hotel. After he retired "Jimmy" decided upon a bold plan. With the United States Government against him on one side of the line and the British Government similarly interested on the other, with fuel only sufficient for a forty-mile run, a solitary sack of flour, two pounds of sugar and a pound of tea, he cast off the lines and steamed away. Before the hold was clear of wood he reached Port Ludlow, where he had previously located a few cords, and, with the aid of this, he managed to reach Nanaimo. Here he was refused coal but succeeded in obtaining a few provisions, steered for a deserted coal dump and engaged some Indians to assist him in getting aboard about twelve tons of coal dust, which had been lying there for several years. With this supply he started for the coast of British Columbia north of Burrard's Inlet to secure wood to mix with the coal dust, and when about twenty miles out encountered a leaky sloop with a cargo of provisions. The crew begged to be taken off the



TUG "CYRUS WALKER"

sinking craft, and he complied with the request and also did not neglect to secure their freight. Thus well manned and equipped the *Jenny Jones* struck out for the open sea; and, with steam and sail both helping her down the coast, she arrived at San Blas after a journey of twenty-five days. Here Jones paid the men their wages, and also allowed them \$625 for what he had taken from the sloop. He subsequently obtained a profitable freight for Mazatlan, and on reaching that point the crew again pressed him for money. "Black Dutch" Albert of

Port Townsend, one of the rescued, claimed \$1,000 and made application to the United States consul to have the steamer seized until his demand was acceded to. His evidence that she had run away after seizure was unsupported, and the vessel was released after paying the men. During the difficulty some one unshipped and secreted the rudder, and, becoming disheartened with continued annoyance, Jones sold the craft to the Mexicans for \$10,000 and returned on the steamer *John L. Stephens* to San Francisco, where he was arrested but promptly discharged, the Court holding that according to the evidence the *Jenny Jones* had not left the marshal but the marshal had left her. On this decision that officer's bondsmen were sued for \$4,600, and the matter dragged along in the courts until 1868, when Captain Jones returned to the Sound and was tried at Steilacoom and acquitted. The engineer, Charles Hughes, who accompanied him on the trip, was also arrested and released.

Two small sternwheel steamers were constructed on the Sound in 1864, the *Black Diamond* at Seattle and the *Pioneer* at Olympia. The latter was only about sixty feet long and had eight by twenty-four inch engines. She was owned and operated by Capt. C. Crosby, but was afterward purchased by E. L. Finch. She never went very far from home, but in 1868 made a trip to Victoria in safety. The *Black Diamond* was a flat-bottomed boat of twenty-eight tons register built by Hill & Rabsen as a schooner, but was afterward fitted with machinery and ran for a long time in the White River trade. According to Capt. Tom Brennan, "It was a deep water voyage from Seattle to Olympia, and when Hill, her first captain, set out on such a trip he went round to bid everybody in town good-by." Captain Hill continued jobbing about the Sound with the vessel for several years and finally disposed of her to the Tacoma Mill Company, who in turn sold her to Captain Gove in August, 1876. Although slow and a poor carrier, the *Black Diamond* was never a losing investment. She was about seventy feet in length, and her power consisted of a pair of eight by thirty inch engines. A most valued addition to Puget Sound's steam fleet in 1864 was the new tug *Cyrus Walker*, brought up from San Francisco by Capt. A. B. Gove. She

was built in San Francisco in 1864 for Pope & Talbot and Cyrus Walker, in whose employ she is still running, apparently good for several years. While she was primarily intended for towing, she frequently ran under a passenger license, as the scarcity of steamboats during the early days of her existence made her services quite a convenience to people living off the routes of the passenger steamers, in localities where the regular duties of the *Cyrus Walker* frequently carried her. She was a sidewheeler, and at the time of her advent was considered a fine boat; in fact she retained her prestige for fully twenty years, and even after the arrival on the Sound of the modern fleet of tugs she held her own remarkably well. The *Walker* and the *Goliath* are owned by the same company, and when the former has added a few more years to her score both of these old gleaners should be carefully preserved as curiosities. Capt. A. B. Gove was succeeded in command by Capt. William Gove,²⁷ who had been mate on the steamer. Among other masters who handled the old packet were Libby, Baker, and the two Williamsons. The dimensions of the steamer are: length, one hundred and twenty-eight feet; beam, twenty-six feet; depth of hold, eight feet three inches. With the *Walker*, as engineer, came George W. Bullene,²⁸ a man who was afterward prominently identified with marine interests and for twenty years United States Boiler Inspector for the district of Puget Sound.

The *Leviathan*, which had left Victoria for the Columbia several years before, was brought back in 1864 and sold to the Government; and the steamer *Diana*, which Tom Wright made famous, was making occasional trips in and out of the harbor. Esquimault received a visit in May from

the Russian corvette *Bogatyr* en route to the Russian possessions in Alaska. The British Columbia pilots, who prior to this time possessed very poor facilities for boarding

vessels, chartered the schooner *Victoria Packet* in April; and the *Chronicle*, in commenting on the project, said: "Had a similar craft been equipped and manned four years since, at least half a million dollars would have been saved to the colony, to say nothing of the unenviable reputation our water approaches have attained abroad." The schooner *Nonpariel* made a trip to the codfish banks off Queen Charlotte's Island and met with very good success, beside placing herself on record as the first vessel in the Northwest to engage in this business. The output of the Nanaimo coal mines increased so rapidly that several of the old lumber droghers found it profitable to enter the coal trade. Among the fleet thus engaged in 1864 were the barks *Francis Palmer* and *Florida*, which carried four cargoes each to San Francisco; bark *Sarita*, two; and the barks *Cambridge*, *Ocean Bird*, *George Washington* and *Denmark*, ships *Rosedale*, *Lancashire*, *Saracen*, *Lockett* and *Dublin*, and the brig *W. D. Rice*, one cargo each.

On the ocean routes business was unusually good all through the year. The *Brother Jonathan* arrived at Portland on her first trip in the spring with seven hundred passengers, and the Holladay line was doing equally well, the *Panama* carrying over five hundred passengers on each of several trips. In June the *John L. Stephens* (the



CAPT. WILLIAM GOVE



GEORGE W. BULLENE

²⁷ Capt. William Gove, who has seen more tugboat service on Puget Sound waters than any man living, was born in Maine in 1834, and followed the usual course of marine instruction received by the young men of that section. He went to sea at an early age and after many cruises arrived on Puget Sound in 1865 as mate on the tugboat *Cyrus Walker*. He was soon promoted and served as master of the tug until 1874, when he took command of the *Favorite*, remaining with her for two years, at which time he was transferred to the *Yakima*, but after running her several months, and making a few trips on the old *Goliath*, returned to the *Cyrus Walker*, on which he was employed most of the time until the *Tyee* was built, of which he took charge in 1884, and still occupies the same position. During his long career on the Sound he has witnessed many disasters to less fortunate vessels and has furnished relief to several, but has never yet been involved in any serious trouble with a craft in his charge.

²⁸ George W. Bullene was born in New York in 1822. His father was a ship carpenter and boat builder. At the age of seventeen the young man went to New York to learn the trade of mechanical engineer, and from there to New Orleans, where he enlisted for the Mexican War and served two years. In 1848 he went to St. Louis and worked on the river until 1854, afterward following his profession in New Orleans. On the outbreak of the Civil War he was again enrolled in the army, and after being wounded left the service and went to the Pacific Coast, arriving in San Francisco in 1864. He at once fitted out the *Cyrus Walker* and took her to the Sound, but subsequently returned to San Francisco. He was engaged in 1865 to act as master mechanic for the Puget Mill Company and remained with them until 1868, when he accepted a similar position with the Port Madison Mill Company. He was appointed United States Boiler Inspector in 1873, and the same year opened a machine shop in Seattle, which he conducted for five years, and then returned to the employ of the Port Madison Mill Company, remaining until 1883, at which time he went to Tacoma and superintended the construction of a mill for the Tacoma Mill Company, and later rebuilt Simpson's mill on Gray's Harbor. Except during intervals of a few years he has held his position as inspector, and has resided in Seattle continuously since 1885.

largest steamship that had yet attempted the navigation of the Columbia) visited Portland. Among the ocean steamers running to the Sound ports and Victoria were the *Sierra Nevada*, *Oregon* and *Pacific*. In August, owing to low water and obstructions in the Willamette, the steamships only ran as far up as the mouth of the river. The citizens of Portland took up a subscription and cleared out the snags, but were satisfied, however, with much less depth of water than they require at the present time. The *Oregonian*, calling attention to the results obtained, in speaking of the arrival of the bark *Industry* said: "She came well freighted, and under the skillful pilotage of Gilman had no trouble entering the Willamette, drawing twelve feet." Evidence of the clumsy devices employed in unloading ships at this period appears in a statement that the bark *Charles Devens* had made a great improvement in the method of hoisting freight from the hold, which was accomplished with the aid of a yoke of oxen, a custom which prevailed until the advent of the steam windlass. In June the brig *Crimea* reached Portland with a cargo consisting of two hundred and eighty thousand feet of redwood from Mendocino County, Cal., the first shipload of this commodity to the Northwest. The growth of the marine industry was not confined to steam craft, as at several points in the Northwest substantial sailing vessels were constructed, the most important of which were the schooner *Coldstream*, built at Alberni, B. C., the *Passaic* at Gray's Bay, and the *L. B. Hastings* at Port Townsend, the latter vessel plying between San Francisco and Northern ports. The number of sloops and small schooners on Puget Sound was larger than ever before, and, owing to the high rates charged on the steamers, the lesser craft did a profitable business. On the Columbia a remarkably fast sloop, the *Harvest Queen*, in command of Capt. Ned Ferchen, was operated between Astoria and Cape Hancock. She was a San Francisco product, and, Capt. George Flavel having taken a fancy to her, he secured the vessel for use on the Columbia.

Two well known coasters came to grief in 1864, the barks *Iwanowa* and *Ocean Bird*. The latter first visited the Columbia in 1849, in command of Captain Hall. She was launched at Augusta, Me., in 1847, and enrolled at Astoria in 1853. She served for years in Abernethy & Clark's packet line to San Francisco, and was afterward sold to parties on the Sound. She left Port Madison on what proved to be her last voyage March 19th in company with the bark *Rival*. Heavy southwest gales were encountered, and on April 3d the vessel capsized. The crew were on the keel six hours before the masts finally gave way, and she partly righted. The cabin and forward house were missing, and the survivors remained on the wreck from Sunday until Friday without food or water. They were rescued by the steamship *Panama* when almost exhausted and taken to Astoria, and Captain Blake and three of the men arrived in a serious condition from the exposure to the inclement weather. The worst disaster of the season was the loss of the *Iwanowna* on Vancouver Island in November. The bark left Nisqually November 18th in command of Captain Mortgage with lumber for San Francisco. She passed Cape Flattery light on the twenty-fourth and ran into heavy gales from the east, which started her to leaking so badly that in a comparatively short time she was waterlogged; and while in this condition a heavy squall threw her on her beam ends, carrying away the masts and washing three sailors overboard to death. The bark subsequently righted and drifted to the North. Four days later she struck a reef near Nootka and commenced to break up. Captain Mortgage and six men, the remainder of his crew, started for shore on a raft, which they reached after the loss of three of their number. The survivors were taken to Victoria by the sloop *Leonede*, Captain Francis. The schooner *Cornelia Terry*, owned by Ludlum & Co. of San Francisco, was wrecked on the bar at Yaquina Bay, October 13th, while en route to San Francisco, laden with oysters. Vessel and cargo proved a total loss, but the crew were saved. The barkentine *Jennie Ford*, from San Francisco for Puget Sound, went to pieces on North Head soon after leaving the city, January 29th. A passenger named Osgood lost his life, but Captain McCarty and crew reached the shore in safety. The steamer *Mary Woodruff* had her upper works completely destroyed by a boiler explosion July 31st, while towing a raft on the Sound, about eight miles from Utsalady. The captain, engineer and three Indians on board escaped without serious injury, but the vessel was so badly damaged that it was necessary to practically rebuild it. The trading sloop *Kingfisher* of Victoria was seized by the Indians near Clayoquot Sound, and Captain Stephenson and three of the crew were murdered by the savages. When the news of the massacre reached Victoria H. B. M. ship *Sutlej* was dispatched to the scene of the outrage and on arrival shelled the village and captured the murderers.





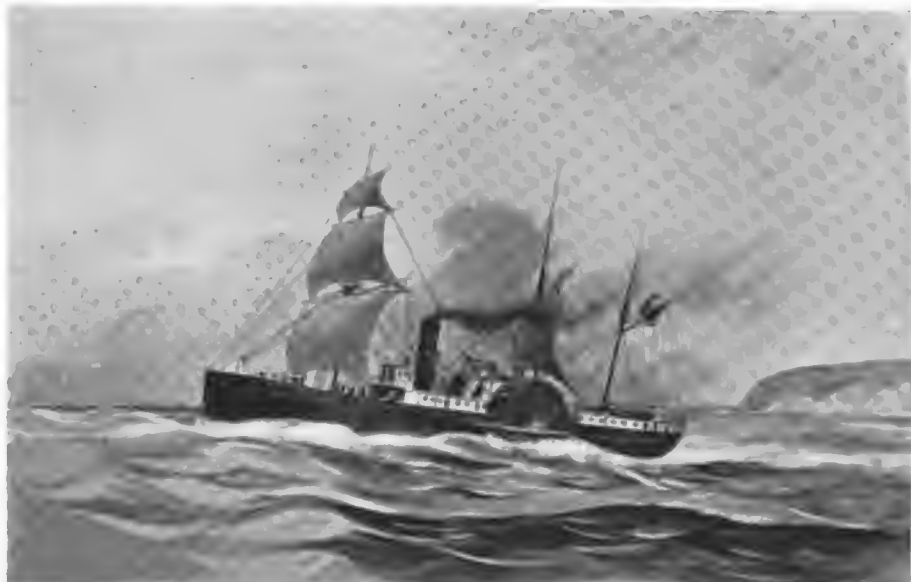
CHAPTER VII.

LOSS OF THE "BROTHER JONATHAN" — WILLAMETTE STEAM NAVIGATION COMPANY — THE DALLES SCHOONER NAVIGATION COMPANY—OPPOSITION ON THE COWLITZ ROUTE—STEAMSHIPS "DEL NORTE" AND "ORIZABA"—COLUMBIA RIVER'S FIRST BAR TUG—UPPER COLUMBIA STEAMER "FORTY-NINE" — THE "SIR JAMES DOUGLAS" — THE PIRATE "SHENANDOAH" — PUGET SOUND'S LUMBER INTERESTS—WRECK OF THE BARK "INDUSTRY"—CREW OF THE "ROYAL CHARLIE" MURDERED BY THE NORTHERN INDIANS—THE "SHOSHONE" LAUNCHED AT FORT BOISE—OREGON AND MONTANA TRANSPORTATION COMPANY—STEAMERS "MARY MOODY," "CABINET" AND "MISSOULA" —THE "OKANOGAN" BROUGHT TO THE MIDDLE RIVER—CHEHALIS RIVER STEAMER "SATSALL"—THE "JOSIE McNEAR" ON PUGET SOUND—BRITISH STEAMER "ISABEL"—STEAMSHIPS "FIDELATER" AND "CONSTANTINE"—THE RUSSIAN-AMERICAN TELEGRAPH COMPANY—SHIP "NIGHTINGALE"—ANCHOR LINE STEAMSHIPS "MONTANA" AND "IDAHO"—THE "CONTINENTAL" AND THE MERCER GIRLS —STEAMSHIP "ORIFLAMME"—WRECK OF THE STEAMSHIP "LABOUCHERE" AND BARK "MAUNA KEA."



MOURNFUL tale of death and disaster darkened the pages of marine history in 1865, and, with the single exception of the loss of the steamship *Pacific* ten years later, no such terrible calamity has ever happened on the Pacific Coast. The steamship *Brother Jonathan*, well known on all of the routes north of San Francisco, struck a sunken rock near Crescent City, and in a few minutes went to the bottom of the ocean with nearly two hundred people, who were powerless to escape from the doomed vessel. The *Brother Jonathan* was built in New York in 1852 for the Long Island Sound trade, but was sold on completion to go to the Pacific. She was brought around by Capt. C. H. Baldwin, afterward admiral in the United States Navy, with Hiram Sanford, chief engineer; L. V.

Hogeboom, first assistant; Dan Saltus, second assistant; C. A. Low, purser; and George Hutchinson, first officer. After reaching San Francisco she was secured by Vanderbilt for his Nicaragua line, but was subsequently disposed of to John T. Wright, who ran her North under the name *Commodore* until 1858, at which time she narrowly escaped sinking with three hundred and fifty passengers. After this Wright sold her to the California Steam Navigation Company, and under the superintendence of Capt. A. M. Burns,* her new



STEAMSHIP "BROTHER JONATHAN"

* Capt. A. M. Burns, who has witnessed the growth of the steamship business on the Pacific Coast from its inception, was born in Philadelphia, Penn., his parents coming to the Quaker City from the South a short time before his birth. He began sailing out of New York about 1835, continuing there for about ten years and leaving soon after the Mexican War to go to the Isthmus of Panama, where he took command of the first steamer that ascended the Chagres River. He remained at Chagres

owners expended several thousand dollars in rebuilding and refitting her, and as soon as they had settled their differences with Ben Holladay she was put in the northern trade again. In the few years prior to 1865 the steamer made a fortune for her owners. She was considered a very fair traveler in her day when not too deeply loaded, and the general opinion has always been that, had she not been overburdened, the terrible fate which finally overtook her would have been averted. For months preceding her departure on the last trip the northern business had been exceedingly heavy, and the steamers were obliged to leave freight behind for lack of carrying capacity. This state of affairs existed when the *Brother Jonathan* was preparing for her fatal voyage, and on July 27th, the day before she was scheduled to sail, her master, De Wolf, endeavored to induce the agent to stop receiving cargo, warning him that she was already as deeply laden as she could run with safety, even without the large number of passengers expected. The official who was acting in place of Major Samuel Hensley, the regular agent and vice-president of the company, paid no attention to his remonstrances, and intimated that, if the captain did not wish to take the steamer out, he could find a man who would. De Wolf said no more at the time, though he expressed his misgivings to a friend on the dock a few minutes before sailing.

At noon on July 28th the steamer swung out from her moorings and toiled laboriously through the Golden Gate, the people on board little thinking that they were bidding farewell forever, not only to California, but to the earth, which few of them would ever walk again. A strong head wind and a heavy sea, together with the overburdened condition of the steamer, made progress a difficult matter, and it was not until the morning of the thirtieth that she passed Crescent City, scarcely holding her own in the heavy gale prevailing. Captain De Wolf



CAPT. A. M. BURNS

bravely kept her on the course until one o'clock, when, having reached a position about sixteen miles northwest of Crescent City, and realizing the futility of trying to proceed until the weather improved, he determined to run back to that point and anchor. The steamer was put about, and had gone five or six miles, when she brought up suddenly with a shock that threw the passengers off their feet. At this time the unfortunate vessel was about eight miles west of Point St. George, and immediately after striking broken pieces of the keel floated up alongside, showing that the hull had received serious injury. The only member of the crew saved who was in a position, at the moment of the accident, to have any exact knowledge of the occurrence, was Jacob Yates, the quartermaster, on watch. His statement is as follows: "I took the wheel at twelve o'clock. A northwest gale was blowing, and we were four miles above Point St. George. The sea was running mountain high, and the ship was not making any headway. The captain thought it best to turn back to Crescent City and wait until the storm had ceased. He ordered the helm hard a port. I obeyed, and it steadied her. I kept due east. This was about 12:45. When we made Seal Rock, the captain said, 'Southeast by south.' It was clear where we were, but foggy and smoky inshore. We ran till 1:50, when she struck with great force, knocking the passengers down and starting the deck planks. The captain stopped and backed her, but could not move the vessel an inch. She rolled about five minutes, then gave a tremendous thump, and part of the keel came up alongside. By that time the wind and sea had slewed her around until her head came to the sea, and she worked off a little. Then the foremast went through the bottom until the yard rested on the deck. Captain De Wolf ordered every one to look to his own safety, and said that he would do the best he could for all." The greatest confusion reigned on board. The steamer was poorly equipped with life-saving apparatus, and the helplessness of the passengers increased when the nature of the injuries received became apparent. The vessel was impaled on a hidden ledge, and a jagged point had pierced the hull and held her so that all efforts to back off were futile. The sea was beating heavily on the port quarter, and the vessel veered around until she came head to the wind. The obstruction on which she had lodged must have been wedge-shaped, as, in swinging, the bottom of the ship burst open and the foremast slipped down through the opening. The first boat was launched very soon after the steamer struck, but so many scrambled into it that it was capsized immediately, and nearly all of the occupants drowned before the eyes of those on board. A second boat was then lowered, but before it had quite reached the water was swamped by the careening

as agent for the steamship company until March, 1849, when he came to San Francisco and shortly afterward commenced running to Nicaragua. In 1852 and 1853 he was on the Portland and San Francisco run in charge of the steamships *Columbia* and *Fremont*, leaving the northern route to again take the Nicaragua steamers. When the California Steam Navigation Company purchased the steamships *Pacific* and *Brother Jonathan*, Captain Burns superintended the repairs to the latter steamer and alternately commanded each of them for several years, retiring from the water early in 1867 after a long and successful career, during a period when the greater number of the steamship men of the present generation were infants. Since retiring from the water Captain Burns has resided in San Francisco the greater part of the time and at present is engaged in the insurance business in the Bay City.

of the steamer. The third mate, James Patterson, was in bed at the time of the accident, but made his way on deck as quickly as possible, and about fifteen minutes after the first shock succeeded in lowering another boat, in which he placed five women and three children; but, before he could make further efforts in behalf of the despairing passengers, ten of the crew jumped in, loading the frail craft down to the water's edge, and it seems almost a miracle that they ever reached shore. This boat, containing nineteen souls, arrived at Crescent City in safety, and these fortunate few were the only ones who survived out of nearly two hundred who had left the Bay City a few days before full of life and hope and with no thought of the awful death in store. The crew of the *Brother Jonathan* was as follows: Samuel J. De Wolf,¹ master; W. A. H. Allen, first officer; J. D. Campbell, second officer; James Patterson, third officer; John S. Benton, purser; Albert Dwyer, freight clerk; Elijah Mott,² chief engineer; G. White, first assistant engineer; J. Francis, second assistant engineer; William Anderson, oiler; A. Coltenburg, Fred Malers, Arthur Harvey, William Lowry, J. Thompson and Patrick Lynn, firemen; John Hilton, John Gorman and John Clinton, coalpassers; James Perkins, Jacob Yates, Joseph L. Gomez, H. Walker, G. Frederick, A. Gonzels, William Penn, L. Domingo, J. Silva, William Foster, Fred Douglass, James Fowler, seamen; John Miller and D. Deas, pantrymen; Thomas Tierney, porter; H. Miller, baker; C. F. Laurend, watchman; Charles Rice, Manuel Herrlia, Edward Shields, John Hutton, Edward Franklin, John E. Porter, M. Salinas, David Farrell, waiters; Stephen Moran and John W. Welch, cabin boys; Jennings, a newsboy; Richard Daulton and H. G. Brown, stewards; Charles Laws, James Laws and H. Lee, cooks; C. Stevenson, stewardess; John Hensley, storekeeper; and George Church.



CAPT. SAMUEL J. DE WOLF

Her passengers were: Brigadier-General Wright, U. S. A., and wife, Lieut. E. D. Waite, U. S. A., Miss Mary Berry, S. Meyer, David

McHendle, A. L. Styles and wife, William Logan and servant, James Nesbit, James E. Trites, M. Crawford, T. Dawson, Miss Mary Place, Mrs. Stackpole and two children, J. Weil, Mrs. Anna Craig, Mrs. Lee and infant, Governor A. C. Henry, L. G. Tuttle, B. H. Stone, wife and child, Captain Chaddock, U. S. A., Mrs. John C. Keenan, seven courtesans, S. B. Morgan, S. N. Luckey, wife and child, Miss Forbes, Henry Abrams, Edward Cardiff, Charles N. Belden, Albert Mickett, George Wedekind, James Berton, Thomas Moyle and wife, Miss Eliza Davis, Mrs. John Charlton, Daniel Parrish, Robert M. Frazer, John R. Craig, William Billinisky, J. S. Benn, Mrs. Woodlock, Conrad Adams, Fred A. Pound, Gilman Clindruaid, James Lynch, Dr. A. Ingraham, U. S. A., James P. Richards, Victor Smith, Miss E. P. Snow, James Connell, J. G. Gay and wife, Miss N. Shuser, M. L. Hefron, George W. Pollock, Charles C. Northrup, J. C. Hunsacker, Mrs. A. C. Brooks, Miss Hensley, William Logan and wife, D. Crandall, Mrs. C. Fountaini and two children, D. C. Powell, wife and four children, A. A. Stone, wife and child, Mrs. J. Stanford, Mrs. James Church, Mrs. Wendell and child, two Indians, P. Leffer, J. S. Geddes, B. Matherson, Mrs. Luckey and two children, Major E. W. Eddy, U. S. A., G. Canel, Moses Beiteer, Joseph Orzelli, H. Definnie, George W. Annis, J. Strong, S. P. Craig, Mary A. Tweedle, Patrick Dwyer, John Adams, R. S. Manly, Henry Abrams, Thomas Gullan, C. Bisner, and Joseph A. Lord, Wells, Fargo & Company's messenger. The boat which so miraculously reached shore carried Mrs. Martha E. Wilder, Mrs. Mary Ann



ELIJAH MOTT

¹ Capt. Samuel J. De Wolf, in command of the steamship *Brother Jonathan* at the time of her loss, was born in Nova Scotia in 1822. At the age of sixteen he began sailing between New York and Liverpool, leaving this occupation in 1849 to go to the Pacific Coast as first officer of the ship *Onward*. After his arrival he commenced running in the coasting trade as master of the brig *Fremont*. In 1853 he entered the employ of the California Steam Navigation Company and remained almost continuously in their service from that year until his death.

² Elijah Mott, chief engineer of the *Brother Jonathan* when she was lost, was born in New York in 1828, and came to California as first assistant engineer on the steamer *Pacific*, with King as chief. He was one of the most popular and best known engineers running out of San Francisco, and had been in the California Steam Navigation Company's service for a number of years at the time of his death. Prior to his advent on the Coast he ran on the Hudson River as second assistant on the steamer *Empire*, where L. V. Hogeboom, the well known marine engineer, was with him for a short time. After leaving this position he served for a few months on a towboat in New York harbor and then started westward on the *Pacific*. He was in the Stockton line out of San Francisco about two years before he joined the *Brother Jonathan*.

Tweesdale, Mrs. Nina Bernhardt and child, Mrs. Martha Stott and child, a Chinawoman and child, and the following members of the crew: James Patterson, third officer; David Farrell, steerage steward; Henry Miller, baker; Patrick Lynn and William Lowry, firemen; William E. Shields and Stephen Moran, waiters, and four colored seamen.

The steamer *Del Norte*, Henry Johnson, captain, Frederick Bolles,³ first officer, was dispatched to the scene as soon as the news was received, and transported the few survivors to San Francisco, taking also the bodies which had been washed ashore. The officers of the ill-starred steamer met death with a heroism which was grandly pathetic. Surrounded by scores of anxious passengers who pleaded for help that was beyond their power to give, they spent the last fleeting moments of their lives in trying to buoy up the hopes of those who stood in the shadow of certain death, endeavoring to make them believe that there was still a chance to escape. De Wolf said but little, although his words soon after the vessel struck were carried to San Francisco, and, like a voice from the grave, haunted the man who was indirectly responsible for the disaster, so that his life from that time knew naught of pleasure. As Patterson was leaving with his boatload, the brave Captain gave him his last order. "Tell them," said he, "that if they had not overloaded us we would have got through all right, and this would never have happened." James Nesbit, a pioneer newspaperman of San Francisco, one of the unfortunates who remained with the vessel until she made her final plunge, pulled out his notebook, sat down on a hatch and calmly wrote his will, which, after tying in a small package, he fastened to his body and awaited the end. The document was afterward found upon his body, and the wording of it and the clearness with which his wishes were expressed proves that the old hero met his fate without flinching.



CAPT. FREDERICK BOLLES

There were many heartrending scenes as the steamer slowly disappeared. The wife of Brigadier-General Wright paid for her devotion with her life, as she had entered the boat in which the survivors escaped, but, on observing that her husband would not follow, she insisted on being permitted to return to him, and clasped in his arms they met death together. While the agonies of the last terrible moments were such as to make all humanity shudder, yet the anguish, which was soon over with the poor victims, sped to the homes of their loved ones and left a cruel wound which even time does not heal. Among scores of others whose hearts were saddened by the disaster was Capt. N. C. Brooks of the bark *Cambridge*, which had just arrived at Portland from Honolulu, and who was waiting for his wife and children to join the vessel and sail for the Islands with him. They perished in the wreck, as also did James R. Richards, of the firm of Richards & McCracken, who was on his way to Portland to meet his family, then due from Honolulu on the bark *Eldridge*. Of the large number lost, less than seventy-five bodies came ashore, and many of these were not identified. About forty bloated corpses were recovered near Crescent City and the others at different places between Gold Beach Bluff and Trinidad. Among those

recognized were: General Wright, Chief Engineer Elijah Mott, William Perkins, E. L. Lonate, Mr. Leach, George W. Pollock, George Chadwick, Lieut. E. D. Waite, Charles Law, James Nesbit, A. Dyer (freight clerk), James F. Frites, J. Strong, J. L. Anchoine, James R. Richards, Miss Mary Berry, B. Matherson, B. H. Stone, Isaac Weil, Miss N. Shirser, J. S. Benton (purser), Charles H. Belden and Mr. Millett. The *Brother Jonathan* had a considerable sum of money on board to be used in paying the troops in the Northwest, and from this fact have sprung a great number of wild tales of fabulous wealth supposed to have gone to the bottom with the vessel. In some cases the amount has been stated as over a million dollars, while as a matter of fact the property lost by the wreck was only about \$250,000 all told, much of it in cargo of a nature which contact with water would render worthless. Nevertheless, many expeditions have been undertaken at an expense of much time and money in the endeavor to ascertain the position of the wreck with a view to recovering the treasure, and hardly a year passes but some new story is given the public to the effect that the long-sought steamer has finally been definitely located; but up to the present time the exact resting-place of the unfortunate craft still remains one of the mysteries of the deep.

³Capt. Frederick Bolles, who has seen more years of continuous service in the steamship lines between Portland and San Francisco than any man now running north from the Bay City, is a native of Wareham, Mass., where he was born in 1840. He began sailing on the Atlantic Coast while a mere boy and continued there until he reached the position of mate, in which capacity he arrived in San Francisco in 1863 on the ship *Rocklight*, leaving her to take a similar berth on the steamship *Oregon*. He was rapidly promoted, and in a short time was made captain of the steamship *Del Norte*, going from her to the *California*, *Pacific*, *Ajax*, and other steamers of the Northern fleet. In 1877 he returned to the East and brought out the steamship *City of Chester*, going back again on a like mission when the steamship *Columbia* was completed. While Captain Bolles has always been fortunate with all of his commands, his record on the steamship *Columbia* is remarkable. He has made over four hundred round trips with her between Portland and San Francisco, and in all that time never but once has he been longer than one night at sea on the down trip between the two cities. This wonderful regularity has caused the *Columbia* to be expected on schedule time with as much certainty as a railroad train.

There was no diminution in the tide of travel which had been steadily drifting to the North since the Fraser River mining excitement. As a matter of course, the spasmodic rush that is always a feature of such events had been partially eliminated from the transportation problem; but business was still good, and people who had found something in the new Northwest beside gold that glittered communicated the fact to their friends in the East, and the development of the country proceeded in a manner more lasting and beneficial than could possibly be accomplished by the presence of the yellow metal alone. The bulk of this immigration came by way of California, and the steamships of the Holladay line and the California Steam Navigation Company were taxed to their utmost capacity, and the river and Sound steamers of the Northwest were in turn kept busy distributing the incoming passengers to all parts of Oregon, Washington and British Columbia. Railroads were still among the possibilities of the future, and steam and sailing vessels afforded practically the only means of conveyance between civilization and the remote points. Preëminent over all other marine organizations which flourished at this period was the Oregon Steam Navigation Company; their hold on the highway to the upper country never relaxed for an instant, and every attempt at opposition was nipped in the bud with neatness and dispatch, until in 1865 they owned or controlled every steamboat on the Columbia and Willamette rivers as far up as Portland with the single exception of the *Fannie Troup*. Their erstwhile formidable antagonist, the People's Transportation Company, was conducting a monopoly on the Willamette on much the same lines, but with less success. In fact so many rival schemes prevented the accumulation of a surplus that not until the fall of 1865, three years after organization, were they enabled to declare a ten per cent dividend, which had hardly been placed to the credit of the stockholders before a new factor in the struggle appeared in a competitor called the Willamette Steam Navigation Company, which was incorporated in October, 1865, with the following officers: D. W. Burnside, president; A. L. Lovejoy, vice-president; J. T. Apperson, secretary. The steamers *Active* and *Alert* were constructed, and they controlled the *Echo* and one or two others, but, like their predecessors, soon sold out to the People's Transportation Company, and all was quiet on the Willamette for a short time. The *Alert* was built at Oswego in 1865 by Pacquet & Brown, was launched December 8th, but did not make her trial trip until January 18, 1866. Her officers were: James Strang, captain; Edward Fellows, engineer; H. H. Johnson, purser; Jerry Driscoll, mate. She was intended for the Portland end of the Willamette Steam Navigation Company's line, and began running to Oregon City as soon as completed. Capt. E. W. Baughman took command after the change of ownership and ran her until 1868, when he was succeeded by Capt. Joseph Kellogg and Captain Pease. She continued on the river until 1871, when she was condemned. Peter De Huff was engineer for a considerable length of time. The *Alert* was one hundred and thirty-six feet long, twenty-five feet beam, and five feet hold, with engines sixteen and a half by sixty inches. The *Active* was built at Canemah and on completion was commanded by one of her owners, Capt. John T. Apperson, but, with the transfer to the People's Transportation Company the following year, she was put in charge of Capt. George Jerome, and a few years later Capt. George Pease took the helm. The *Active* was one hundred and twenty-one feet long, twenty-three feet beam, and four feet seven inches hold. The steamer *Echo* was also built at Canemah, and her enrollment shows that she was owned by A. P. Ankeny and John Gates. She was launched May 22d and made her trial trip July 27th in command of Capt. Miles Bell¹ in the service of the Willamette Steam Navigation Company. The *Echo* was one hundred and twenty-two feet long, with twenty-five feet beam and four feet hold. Captain Cochran succeeded Bell as master, and Pease and Sebastian Miller also handled her for a while.

The People's Transportation Company further reinforced their fleet with the *Fannie Patton*, which was the successor of the old *Onward*, and was launched at Canemah, August 25, 1865. Capt. George Jerome took charge of the steamer, and, with the exception of a few years when she was commanded by Captains Pease and J. D. Miller, remained with her until she finally wore out. She was of very light draft, drawing only fifteen inches without a load, and did a very good business on the upper river. In 1874 she passed into the hands of the Oregon Steamship Company, in 1879 into the Oregon Steam Navigation Company's fleet, and in August, 1880, was stripped and converted into a barge. Her dimensions were: length, one hundred and thirty-one feet; beam, twenty-six feet six inches; depth of hold, four feet. The officers of the People's Transportation Company elected at Salem in October were: A. A. McCully, president; T. McF. Patton, secretary; George A. Pease, Joseph Kellogg, E. N. Cooke and L. E. Pratt, directors. A change was also made in 1865 in the directorate of the Oregon Steam Navigation Company, J. S. Ruckel resigning as president and S. G. Reed taking his position, with R. R. Thompson, vice-president; Theodore Wygant, secretary; W. S. Ladd and D. F. Bradford, directors. The new *Cascades*, which had arrived from the Sound to run as an opposition steamer on the Cascade route, was added to the Oregon Steam Navigation Company's fleet, and was put in commission in command of Capt. John Wolf, making daily round trips, occasionally giving place



CAPT. L. E. PRATT

¹Capt. Miles Bell, one of the oldest Willamette River steamboatmen now living, began steamboating in the latter part of the fifties, and has followed the fortunes of nearly every transportation company that ran from Portland to the upper Willamette, and has commanded most of the steamers on that stream. He remained with the People's Transportation Company and their successors, Ben Holladay and the Oregon Railway & Navigation Company, until the Oregon Pacific entered the field, when he served for a few years on their steamers, and has since run occasionally on various other boats out of Portland.

to the *Wilson G. Hunt* or the *New World*. On the upper river, W. D. Bigelow, who had tried competition with the steamer *Celilo* the preceding year, organized The Dalles Schooner Navigation Company, and, with Captain Drew, operated the schooners *Rapids*, *Perseverance* and *Mt. Hood*, advertising freight at reduced rates to Umatilla, Wallula, Palouse and Lewiston, with "passengers carried at grub rates." The traffic by this line was not heavy, and the steamers *Tenino*, Captain Coe, and *Owyhee*, Captain Felton, found plenty of work carrying both freight and passengers. The *Colonel Wright*, in command of Capt. Thomas Stump, whom Ainsworth had brought up from San Francisco, made an attempt to go up through Snake River Canyon, but after steaming several days, and getting about seventy miles farther inland than any steamer had yet penetrated, gave up the trial and returned to Lewiston.

Early in the year there was considerable rivalry on the Cowlitz and Astoria routes, and when the Oregon Steam Navigation Company began to make it tropical for Captain Olsen and his associates of the Monticello & Cowlitz Landing Steamboat Company, they retaliated by sending the new steamer *Rescue* to the Cascade route. This small steamboat war was ended in the usual manner by Captain Ainsworth buying the steamers, and taking in the *John H. Couch*, in which the same people were interested, at that time. The *Couch* was continued on the route to Astoria, with Van Bergen, master, and Richard Hoyt,⁵ purser, and the *Julia*, which had been running in opposition, was hauled off. Beside the new steamers *Echo*, *Alert* and *Active*, launched on the Willamette, a new propeller, the *U. S. Grant*, was built at Brooklyn, a suburb of East Portland, for the lower river trade, in 1865, by Clinton Kelly, "farmer," as the records attest, and was placed in command of Capt. J. W. Kern. She

was advertised to make regular trips between Astoria and Baker's Bay, and to tow vessels over the Columbia River bar in calm weather. In 1866 she was still in the jobbing business during most of the year, but was chartered for a short time by Captain Ankeny to run to Oregon City in connection with the *Echo* on the upper Willamette. Captain Kern bought the steamer soon after her completion, and sold her in the fall of 1867 to go to the Sound to run as an opposition boat on the Victoria route; but the scheme failed to materialize, and she was purchased in March, 1868, by Capt. J. H. D. Gray, who repaired her and in May commenced to operate her between Astoria and Ilwaco as the pioneer in a trade which has since grown to large proportions. She continued on this route in command of Captains J. H. D. and W. P. Gray until December, 1871, when she was wrecked at Fort Canby during a heavy gale (see wreck of *U. S. Grant*, 1871).

The pioneer *Eagle*, owned and operated in 1865 by Capt. J. D. Tackaberry and Engineer George Ham,⁶ was in the towing business on the Willamette and Columbia, and a number of other small steamers were jobbing on the two rivers, among them being the *Loyal Ellsworth* and the *Webfoot No. 2*, a small propeller run by Capt. James Fisher. A commodious steam ferry much larger than anything which had yet appeared was placed on the Willamette River and bore the name *Portland No. 1*. She was a square built craft, one hundred and one feet long by forty feet beam, and was built at Westport for Joseph Knott, with Capt. S. S. Douglass,⁷ master. As originally planned, the



CAPT. RICHARD HOYT, JR.

⁵ Capt. Richard Hoyt, Jr., who was purser on the *Couch* with Van Bergen, is a son of the pioneer Captain Hoyt, under whose tutorship he learned the art of steamboating on the old *Multnomah*. He was born in Albany, N. Y., in 1847, and with his parents came to Oregon when but a child. After leaving the *Multnomah* he served as purser on the various Oregon Steam Navigation Company's boats until 1867, when he was granted a master's license and commenced running steamers on the Astoria route, continuing in this trade with the Oregon Steam Navigation Company until 1876, when he began to pilot deep-water vessels between Portland and Astoria. After three years of this occupation he returned to the company and remained with them and their successors, the Oregon Railway & Navigation Company, until 1884, while in their employ having, at different times, commanded nearly all of their passenger steamers. In 1884 he again engaged in piloting on the river, where he remained until about five years ago, when he entered the service of the Government in connection with river improvements, his long service on the Willamette and Columbia peculiarly fitting him for this work. His efforts in this direction have been valuable to the Port of Portland Commission in their purpose to establish a twenty-five-foot channel to the sea. Captain Hoyt is still a resident of the Oregon metropolis and is without doubt the youngest "pioneer" mariner on the river.

⁶ George Ham, at present of Ham, Nickum & Co., Portland, Or., was born in Illinois in 1836 and began steamboating in the Northwest as master of the little iron propeller *Eagle*, with J. D. Tackaberry as engineer. He continued running on her until 1869, when she was sold, and, in partnership with Tackaberry, built the propeller *Webfoot* and operated her in the towing business for about ten years. In 1872, when the firm of Ham, Taylor & Co. was formed and the steamer *Ben Holladay* purchased, Captain Ham took command and ran her until the machinery was removed and the *Rustler* completed. He then managed the latter steamer until she was burned in August, 1890. The steamers *Rustler* and *Kehani* were also constructed by Ham, Taylor & Co.

⁷ Capt. Samuel S. Douglass is a native of New York and has been connected with marine business on the Columbia and Willamette rivers at intervals for nearly forty years. With his father he was engaged for many years in the ferry service on the Willamette River. After retiring from this work he joined forces with Captain West at Westport and built the well known steamer bearing the name of the town. Captain Douglass was in command of the steamer and ran her in the jobbing and excursion trade out of Portland for many years. Her equipment was novel in many respects, and among other conveniences which her master provided was a system of levers and rods by which the engines could be handled from the pilot-house by the man at the wheel. The last work of the steamer in the hands of Douglass was as a hunting-boat running between Portland and the game resorts of the lower Columbia. A few years ago the Captain retired from the water to devote his time to the art of taxidermy, in which he is an expert. His brother John Douglass, who was with him on the ferries, and afterward on the *Westport*, is still engaged on the river as an engineer.

boat was pulled across the river by a cable wound around a pair of big "drums" ten feet in diameter, but this afterward gave way to side wheels. Her engines were eight and one-half by eighteen inches, and she could transport sixteen teams at one trip. Knott sold the ferry December 1st to W. S. Ladd, E. M. Burton, S. N.

Arrigoni and Col. A. P. Dennison for \$35,000, but it was afterward repurchased by the Knotts, and run by Captains Sam and John Douglass for several years. The steamship *Del Norte*, a Pacific Coast product, was added to Ben Holladay's line, and is said to have been the first ocean steamship of any prominence built in San Francisco. She ran north in connection with the *Oregon* and other old steamers, while the California Steam Navigation Company was operating the steamships *Active*, Captain Thorn,⁷ the *Orizaba*, Captain Burns, and the *Brother Jonathan*, Captain De Wolf. The *Del Norte* was launched in San Francisco in January, 1865, and contained the engines of the old steamship *Republic*. Her dimensions were: length, one hundred and ninety feet; beam, forty feet; depth of hold, seventeen feet. She ran on the Northern route in command of Captains Johnson, Fauntleroy and Winsor, and for a short time in 1867 was in the Coos Bay trade. In October, 1868, *en route* from Nanaimo to Victoria, she struck a reef and became a total loss (see wreck of *Del Norte*, 1868). The *Active* ran for a few months in 1865 between Victoria and Portland, connecting with the *Orizaba*, and on one of these trips was seized by the Government for an alleged infraction of the law by discharging freight on board the *Orizaba* in the stream. The steamer and her master, Thorn, and Melville Erskine, first officer, were put under bonds, but on making a proper explanation were released. The steamship *Orizaba* was built at New York in 1854 and came to



CAPT. SAMUEL S. DOUGLASS

the Pacific the following year, and made a few trips at this time on the Northern route, but afterward ran to Panama and China. After a long period of rest at Benicia, she was sold in the spring of 1865 by the Pacific Mail Company to the California Steam Navigation Company for \$60,000, and with Captain De Wolf in charge made her first trip to Portland, arriving May 12th. On her return to San Francisco, Captain Burns succeeded De Wolf, who went to his death on the *Brother Jonathan*. In 1866 the *Orizaba* ran north at reduced rates, carrying passengers for \$10 and \$3, and continued in this trade for several months, leaving it to go south from San Francisco. In 1877 she again went north, with Henry Johnson, captain, and Henry Lampman,⁸ engineer, and in 1881 was running to the Sound with Captain Alexander in command and Lampman still at the throttle. She was becoming tender, though, and in 1887 was broken up in San Francisco. The *Orizaba* was two hundred and forty-six feet long, thirty-five feet beam, and eighteen feet hold.

An important event at the mouth of the Columbia in 1865 was the arrival of the steam tug *Rabboni*, and, though she was far from a success financially, her work demonstrated that the time was coming when tugs

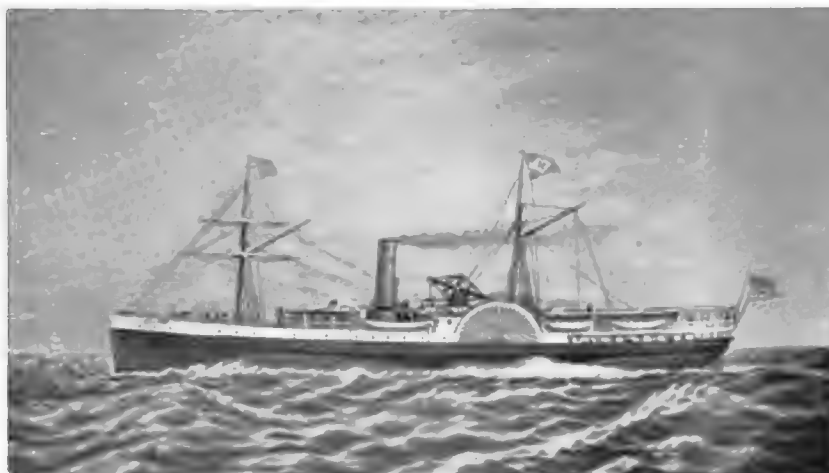


CAPT. CHARLES THORN

⁷ Capt. Charles Thorn was born in Glen Cove, N. Y., in 1816, and had his first marine experience on Long Island Sound. At the age of eighteen he was master of the sloop *Ida* of New Rochelle and ran her for three years, when he became the owner of a vessel. While still a young man he bought a schooner, which he operated in the Cuba fruit trade. In 1849 he was offered the command of the *Wm. J. Pease* and went to Panama to join her. He remained there eight months under contract, and as the steamer did not appear he shipped for San Francisco as mate on the bark *Philena* and on arrival engaged in steamboating on the Sacramento River. He next made a trip south in a sailing vessel, came back from Panama as first officer on the steamship *General Warren*, and then purchased the steamer *Jenny Lind* and operated her with the *General Weber* in opposition to the California Steam Navigation Company until they bought him out. He afterward ran another steamer in competition with them, but finally compromised and entered their employ, where he remained eighteen years. With the steamer *Active* he handled the first mail contract on the Victoria route, until the advent of the British steamer *Labouchere*, and received a fine subsidy. After leaving the California Steam Navigation Company he was in Holladay's service and continued on the Northern routes with the Pacific Mail Company and Goodall, Nelson & Co., Holladay's successors, running at different times the *Pacific*, *Oriflamme*, *Montana*, *Idaho*, and other steamers. Captain Thorn retired from active life on the water several years ago.

⁸ Henry Lampman was born in New York in 1829, served his apprenticeship as an engineer in New York City, and left in 1850 with fifty other young men bound for California on the *Mousame*. On arriving at Sacramento the bark was sold, and all hands went to the mines. Lampman returned in a few months and joined the old sidewheel steamship *Independence* as oiler, remaining with her until she was lost on her second trip, when he, with several others of the survivors who had reached Marguerite Island, was brought back to San Francisco by a whaler. His next venture was with the Garrison line, where he ran as third assistant on the steamship *Uncle Sam* on the Nicaragua route during the filibustering period. He was next second assistant and chief on the steamers *Cortez* and *Sierra Nevada* for about six years and then for four years on the steamship *Del Norte*. He also ran North on the *Oriflamme* for two seasons. He subsequently returned to the southern trade, where he served as chief of the *Orizaba* for fourteen years, going back to the northern routes again on the steamship *State of California*, on which he remained a few months, then accepting a position on the steamship *Queen of the Pacific*, in commission on the same waters, which he held for nearly eight years, and was subsequently transferred to the *Santa Rosa*, where he still plies his vocation.

would become a necessity at the mouth of the river. She was launched in San Francisco, April 9th, and arrived in Portland, July 29th, in command of her principal owner, Capt. Paul Corno, calling at Coos Bay on the way up and securing a three months' supply of coal and eighteen thousand feet of lumber. Her first tow, the schooner



STEAMSHIP "ORIZABA"

Alfred Crosby, which had sailed over the bar *en route* from Victoria and had dropped anchor well inside, was captured August 3d. A week later the tug brought in the bark *Almatia*, the first vessel taken into the river by a regular tugboat. The *Rabboni* was a good tug for her day, and a great effort was made to keep her on the Columbia. With this object in view Pilot Commissioners Taylor and Ketchum revoked the licenses of all pilots except those on the tug, and, in accordance with an Act of the Legislature, allowed them half pilotage for speaking the ocean steamers. The pilots who had been braving the dangers of the bar for so many years

before her arrival, and now saw their livelihood in jeopardy, did not propose to give up without a struggle, and Captains Crosby, Metzger and Farnsworth immediately secured Washington licenses from Commissioners Easterbrook and Riddell at Oysterville and continued with the schooner *California*. Corno had with him as pilots Moses Rogers and Andrew Belmont, but they could not induce the vessels to employ them except at rare intervals, as the old pilots still traveled back and forth on the San Francisco steamships, and had an excellent opportunity for presenting their side of the case to the shipmasters before nearing the bar. The steamships did not need the services of a tugboat, or of a tugboat pilot, and the sailing vessels were commanded by men who were prejudiced against steam in any kind of a craft that floated, and the *Rabboni* had a strong combination to conquer. In February the Washington Territory Commissioners also came to her rescue, and revoked the licenses issued the year before, except when used in connection with the tug. The pilots fought this order so stubbornly, and there was so little prospect of a change in the feeling against her, that she steamed back to San Francisco early in 1866. The *Astoria Marine Journal*, under date of March 26, 1866, says: "The *Rabboni* departed from this port on Saturday for San Francisco after an effort of five or six months' duration to establish the tug on the Columbia bar as a permanent aid to the commercial interests of Oregon and California. Her owners have given it up and will take the vessel where there is more demand for her than there is here, and shortly all things



HENRY LAMPMAN

commercial will run smoothly again." The *Rabboni* was one hundred feet long, twenty-three feet beam, and nine feet depth of hold, with a high-pressure engine twenty-eight by twenty-four inches, turning a propeller eight feet six inches diameter and sixteen feet pitch. Capt. Leonard White, who made himself famous in marine annals as commander of the first steamer which ran on the Columbia above The Dalles, again distinguished himself in 1865 by building and running a steamboat several hundred miles above the mouth of the river, and farther inland than any steamer had yet ventured. She was constructed on the upper Columbia at Little Dalles near the forty-ninth parallel, and in accordance therewith was christened *Forty-nine*. Captain White had been unable to agree with Captain Ainsworth as to the amount of salary which should be paid a good swift-water steamboatman, and inaugurated his new enterprise, hoping to enjoy a repetition of the fortune-making period of steam navigation on the Columbia above The Dalles. That his dreams were not realized can be well understood when it is known that the *Forty-nine* had no successor for nearly twenty years, and, while she made a little money at the start, could have done fully as well on a route nearer civilization. The *Forty-nine* was launched November 18, 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 tenth, spending the night a short distance below the



CAPT. A. F. PINGSTON

forty-ninth parallel. On the eleventh she ran to Fort Shepherd, a Hudson's Bay post of twenty houses, on the Columbia, a mile above the international boundary line. She worked over Little Rock Island Rapids on the twelfth, and five miles above passed another riffle, using a line at both places, reaching the mouth of the Kootenai. On the morning of the thirteenth she again pulled up a riffle near the head of Little Arrow Lake, where she met ice and was compelled to put the miners and provisions constituting her load ashore in 50° 30' north, and then returned to Colville. The following year she commenced to run on April 15th, and made several trips that season, going up a distance of one hundred and seventy-five miles. She continued in this service at irregular intervals for a long time, and was unfortunate enough to sink in 1869 about two hundred miles above Little Dalles. She was raised and continued running until well into the seventies, but was finally dismantled and the machinery sent down the river. Her power consisted of the engines of the old *Jennie Clark*. Captain White operated the steamer during the greater part of her existence, but Captain Pingston was in charge during the last days of her career.

Several important additions were made to the Victoria steam fleet, among the most notable being the steamer *Sir James Douglas*, which was launched at Victoria, January 7, 1865, for the Government service along the coast of Vancouver Island. For over a quarter of a century she plodded along the Northwest coast

with very little company in the steamship line. In the absence of the steamers of the merchant fleet which came later, the *Douglas* was pressed into service for all kinds of work, carrying settlers into the new portions of the country and sometimes transporting their products to market. When a wreck occurred on the coast, the *Douglas* was nearly always dispatched to bring the survivors back to civilization, and in this and other ways she came to be regarded with a feeling akin to veneration. Captain Clark¹⁰ ran her most of the time until 1873, with William A. Steele,¹¹ engineer, and Edward Quenell,¹² purser. She was laid up at this time, remaining out of service until 1875, when she again came out after extensive repairs, and was subsequently commanded by Captains Morrison, Pamphlet¹³ and Devereaux. She was used in the Puget Sound postal service for a short time in 1878, while the mail contractor, Moore, was financially embarrassed, and remained there until the Starrs placed the *Isabel* on the route. In 1883 the *Douglas* was lengthened twenty feet, and on taking the water again ran in the Government



EDWARD QUENELL

charge of the *Sir James Douglas* until 1867, when he retired to engage in mercantile pursuits, and was afterward appointed harbor master, port warden and surveyor for Lloyds, and to other positions of trust. He died in Victoria in the summer of 1894.

¹¹ William A. Steele was for thirty years one of the most prominent marine engineers in British Columbia. He was born near Dundee, Scotland, in 1837, and came to Victoria in 1862. Until 1883 he was employed in the capacity of chief engineer at different times on nearly all of the best known vessels, among them the *Beaver*, *Otter*, *Grappler*, *California*, *Western Slope*, *Sir James Douglas*, *Enterprise* and *Maude*. About this time he took charge of the Government dredge employed in Victoria harbor and on the Fraser, and remained there as superintendent until his death in September, 1893.

¹² Edward Quenell of Nanaimo, who was running on the *Sir James Douglas* as mate and purser with Captain Clark, was born in Sussex, England, in 1846, and was first on the water in the British flagship *Victory*. After spending four years in the navy he resigned and came to the Northwest, arriving at Nanaimo in 1864 on the schooner *Alpha*. In 1867 he joined the *Sir James Douglas*, where he remained for seven years, leaving to engage in business on shore, in which he has been very successful. He was for a long time harbor master and port warden, and for nine years held the position of pilot commissioner. In addition to his duties in connection with the marine service, he also acted as alderman for four years, and held various other offices in the city, beside taking a leading part in all new enterprises. In January, 1894, he was appointed Mayor of Nanaimo.

¹³ Capt. Thomas Pamphlet, the oldest master mariner in the Victoria district, was born in Essex, England, in 1835, and began his sea-going career in 1849 as an apprentice on the brig *Eaton*. After following this vocation in various parts of the world, he arrived at Victoria in 1856 and commenced running the schooner *Ino*, trading along the coast. He continued in this business for a number of years, and in 1866 was placed in command of the steamer *Isabel*, which he ran until 1868, and was then appointed pilot for the Victoria district. Since that time Captain Pamphlet has had command of several of the steamers running on British Columbia waters. He retired several years ago and is still living in Victoria.



CAPT. WILLIAM R. CLARK



WILLIAM A. STEELE

employ in charge of Captain Devereaux until 1887, when Captain Gardiner took her. In 1888 she was handled by Captain Glaholme, and the following year Captain Gaudin¹⁴ assumed control and remained with her until the arrival of the *Quadra*, which replaced her. The *Sir James Douglas* was a propeller, one hundred and sixteen feet long by nineteen feet beam, and has performed her full share of the work of developing the Northwest. The steamer *Onward* was launched at Trahey's shipyard, June 26, 1865, for Capt. William Irving. She was a sternwheeler, constructed throughout with Burrard's Inlet timber, and was the finest steamer yet built in the province. She was fitted with twenty-one staterooms and boasted all of the latest improvements. Her dimensions were: length, one hundred and twenty feet; beam, twenty-four feet; depth, four feet six inches; engines, fourteen by fifty-four inches. The initial trip was made in August, and for many years she was one of the best known boats on the waters of the province, and was the first command of Commodore John Irving of the Canadian Pacific Navigation Company, although he had previously assisted his father on other steamers. The *Onward* met with a spirited opposition from the *Lilloet* soon after going into service, and in November, 1865, the fare was down to fifty cents between Yale and New Westminster. The steamer *Hope*, which was built by Captain Millard, was sold by the sheriff to E. T. Dodge & Co. The time-honored *Beaver* was in the hands of the Government in 1865, under charter in their surveying operations. Nearly all of the steamers of the preceding year were running, and some of the newcomers on the Sound made frequent trips to British Columbia waters. In June the big sternwheeler *Alexandria* collided with the steamer *Fidelater* and sank the latter vessel off Clover Point, bringing on a big damage suit to add to the already numerous financial difficulties of the ill-starred *Alexandria*. A regular pilotage service was established at Victoria this year, and branch licenses were issued to Captains Gardiner, Pike and Titcomb. One of the first prizes falling into their hands was the Russian steamer *Alexander II.*, which came down from Sitka in command of Captain Lanashijlsky and was piloted into the harbor by Captain Titcomb. The steamship *Alexander II.* was originally American, built in New York in 1855. She rounded the Horn the following year, bearing the name *Astoria*, but on being turned over to the authorities at Sitka was renamed in honor of the ruler of all the Russias. She was a stanch,



CAPT. THOMAS PAMPHLET

fast steamer, and while in the Russian service carried a crew of twenty men and mounted six guns. Her visits to the United States were few, but she always made at least one trip a year to San Francisco with a cargo of salmon. At Seabeck, on Puget Sound, the steamer *Colfax*, a tow-boat, was launched and was about the only addition to the steam fleet on the inland sea in 1865. She was a sidewheeler, with machinery from the old steamer *Caledonia*, owned by the Washington Mill Company, and was registered at Port Angeles, December 15th, with Marshall Blinn, master, although Capt. John T. Connick took command of her soon afterward and ran her for several years. The dimensions of the *Colfax* were: length, one hundred and twenty-one feet; beam, eighteen feet seven inches; depth of hold, six feet eight inches.



STEAMER "SIR JAMES DOUGLAS"

Considerable uneasiness was felt in marine circles throughout the spring and summer of 1865 owing to the expected appearance of the Confederate privateer *Shenandoah*, which was cruising in the North Pacific, spreading devastation in her wake. The steamships plying between San Francisco and Northern ports would have made valuable prizes, and had there been a prospect of a longer continuation of the war, Waddell, the piratical

¹⁴Capt. James Gaudin was born on the Isle of Jersey in 1839 and served his apprenticeship on English merchantmen. He worked on vessels in the East India and Australian trade most of the time until 1865, when he began running between London and Victoria, and continued on that route until 1881, when he settled in British Columbia. In 1883 he engaged in piloting, continuing in that business until 1888, when he took command of the *Sir James Douglas* in the lighthouse service. In 1892, when the *Douglas* was succeeded by the *Quadra*, he assumed charge and ran her until September 9th, at which time he was appointed agent of marine at the Victoria Custom-house.

commander of this famous craft, would no doubt have proved the fears of the marine men well founded. As it was, he satisfied himself with destroying over a million dollars' worth of whalers and merchant vessels. The *Shenandoah* was a clipper-ship-rigged propeller of 1,160 tons register, and sailed from London in October, 1864, flying the British flag under the name *Sea King*, a few months later unfurling the rebel colors and sailing as a full-fledged privateer, with the following officers: Waddell, commander; W. C. Whittle, John Grimball, S. S. Lee, F. T. Chew, D. M. Scales, first lieutenants; J. S. Bullock, second lieutenant; Mat O'Brien, master; C. E. Lining, chief engineer; John Hutchinson, first assistant; C. E. Hunt, second assistant; J. T. Miner, Lodge Calton and George Harwood, mates; and a crew of seventy-five men, all but seventeen of whom were taken from the first vessels seized. The engines were 240 horse-power, and the armament consisted of eight rifled Whitworth guns. Soon after the true character of the *Shenandoah* became known, she appeared in Australian waters and secured coal enough for a long voyage, and from there word was sent to San Francisco warning vessels in the North Pacific to be on the lookout, as it was suspected that this quarter, at that time the harvest field of a large whaling fleet, would claim her attention. It was also feared that the Panama steamers, then carrying large amounts of treasure, might be looted and destroyed by the bold marauder. The first intimation of the *Shenandoah's* advent in Northern seas was in the early part of the summer, when the whaler *Milo* reached San Francisco with one hundred and ninety men from vessels burned by the commander of the *Shenandoah*, who seemed to have no particular desire to profit by his prizes, but was apparently imbued with a fiendish purpose to destroy everything that fell into his hands. In a few weeks he captured and burned the following vessels: the New Bedford whalers *Abigal*, *William Thompson*, *Euphrates*, *Gypsy*, *Nimrod*, *Congress 2d*, *Martha 2d*, *Hillman*, *Waverly*, *Favorite*,* *Nassau*, *Hector*, *Isabella* and *Martha 1st*; New London whalers *General Williams*, *Catherine*, *Pearl* and *Jeremiah Swift*; the ship *Harvest* of Honolulu, the *Susan Abigal*, *Sophia Thornton*, *Isaac Howland*, *Edward Carey*, *William C. Nye* and *Covington* of San Francisco. The *James Murray*, *General Pike* and *Milo* of San Francisco and the *Nile* of Honolulu were bonded and released for the purpose of taking the hundreds of men comprising the crews of the burned vessels to some port from which they could reach their homes. The unfortunate sailors were crowded aboard the small vessels like sheep and sent adrift scantily provisioned. Waddell coolly informed one band of hapless mortals that if they ran out of other provisions they could eat one another. The *Susan Abigal*, one of the last captured, was not taken until after the war had closed, and her master carried papers attesting the declaration of peace, but the bold buccaneer coolly informed him that he did not propose to



CAPT. JOHN T. CONNICK



CONFEDERATE PRIVATEER "SHENANDOAH"

be fooled by any such Yankee tricks, and would have to receive his information from a British vessel before he would believe it, and, suiting his action to his words, proceeded at once to make a bonfire, with the well known old Columbia River and Puget Sound trader as a centerpiece. Soon after the destruction of the *Susan Abigal*, Waddell fell in with the British bark *Barracouta* and was convinced that the war had ended. His weakness for marine conflagrations was pretty well satisfied, and the unexpected termination of the struggle between the North and the South left him in a position where, if caught, he was in a fair way to grace the end of a yardarm on his own vessel; so as quickly as possible he sailed for European waters and ran into the harbor of Lisbon, where he paid off his crew and disappeared. The *Shenandoah* was handed over to the American consul in November, who placed a man named Freeman in charge, and she was taken to New York. Thirty-six chronometers were found on the vessel when she was surrendered, beside a large amount of cabin furniture and other fittings which the pirate had been able to carry away easily from his prizes. There was intense excitement all along the coast when the report of the *Shenandoah's* outrages was made public, although it was several weeks before a war vessel could be secured to send in pursuit of the freebooter. The United States steamships *Suwannee* and *Saranac* were eventually dispatched, but before they reached the latitude of Waddell's exploits he was well on his way to the other side of the world.

* As the *Shenandoah* came alongside the *Favorite*, Captain Young, who was in command, hauled out his bomb gun, and armed his men with muskets. When ordered to haul down the flag, the independent skipper said, "Haul it down yourself, damn you, if you think it will be good for your constitution." Waddell was somewhat taken aback by the old man's bravery, but retorted, "If you don't haul it down we'll blow you clear out of the water." "Blow away my buck," shouted Captain Young, "blow and be damned, but may I be eternally blasted if I haul down that flag for any cussed Confederate pirate that ever floated." Waddell admired his pluck, and the *Shenandoah* did not fire a shot, but the whaler was quietly added to her other prizes in spite of the spunky Captain's remonstrances.

The Puget Sound lumber mills increased their output wonderfully in 1864 and 1865, and the daily capacity of the principal establishments was as follows: Pope & Talbot, Port Gamble, 100,000 feet; G. A. Meiggs, Port Madison, 80,000; A. Phinney, Port Ludlow, 60,000; Adams, Blinn & Co., Seabeck, 50,000; Plummer & Co., Freeport, 50,000; Mastick & Co., Port Discovery, 40,000; Renton, Smith & Co., Port Blakely, 30,000; Port Orchard Mill, 20,000; Utsalady and Port Orford, 15,000 each. There were also five smaller mills which cut principally for the local trade. Much of this lumber was sent to distant ports in good-sized vessels, but the coasting trade furnished business to a large fleet. The bark *George Washington*, Captain Lennen,¹⁵ and the ship *Huntsville*, Captain Hinds,¹⁶ carried many passengers between San Francisco and the Sound, making a specialty of this work in connection with their lumber traffic. The Nanaimo coal trade grew steadily, and in 1865 the ship *Aquila*, Captain Sayward, sailed for San Francisco with one thousand eight hundred tons, the largest cargo yet shipped from the Northwest. Other vessels so engaged were the barks *Knight Bruce*, *Maria Scannel*, *Australind*, *Perle*, *Carlotta*, *Joachim*, *Clara Bell*, *Florida*, ships *John Jay*, *Revere*, *Isaac Jeans*, *A. M. Lawrence*, *Dublin*, *Portlaw* and *Lottie Maria*, and the brig *Advance*, some of them making but one, and others only two or three trips. The ship *Georges* arrived at Victoria from Hongkong with six hundred Chinamen, and the *Mary Glover* brought a few from the same port. The ships *Philomela*, *Countess of Fife*, *Portlaw*, *General Wyndham* and *Glenamara*, and the bark *Ann Adamson*, discharged cargo at Victoria from London. Other vessels of the foreign fleet which entered, and afterward went to the Sound to load lumber, were the barks *Perle*, *Domingo*, *Aden*, *Delaware*, *Kentucky*, *Fray*



CAPT. J. E. LENNEN

Benitos, *Emily Banning*, *Cecilia Smith* and *Mass*, and the brigs *Woodland*, *Josephine* and *Brewster*. The Russian brig *Shelekoff*, Captain Archimendritoff came from Sitka with a cargo of furs for reshipment, and the Chilean schooner *Dare* from Tahiti with fruit. The schooner *Milton Badger* arrived from New York with wire and supplies for the Russian-American telegraph line, and the schooner *Ta Lee* came from Liverpool. The steel schooner *Domatilla*, a recent arrival, was placed in the trade between Victoria and China. The schooner *Alfred Crosby* was making regular trips between the Columbia River, Victoria and Sound ports, on one of which she ran from the Columbia River bar to Cape Flattery in twelve hours. In June, 1865, the schooner *Gazelle*, Captain Gollacer, visited the fishing grounds off Queen Charlotte's Island and secured six tons of codfish and twenty barrels of oolachan, the largest cargo which had yet been secured from this new field. The old-time coasters *Almatia*, *Jane A. Falkenberg*, *Sam Merrill*, *Live Yankee*, *Sunny South*, and many others, were still sailing up and down the coast, the *Falkenberg* taking a few cargoes to San Francisco from the mill on Young's River near Astoria. The *Sunny South* sailed from Astoria to San Francisco in three days on one of her spring voyages. Southern Oregon provided a handsome addition to the coast fleet, the schooner *Pacific*, built this year on the Umpqua for Capt. J. W. Gage¹⁷ and Wright, Ackerson & Hanson of San

¹⁵ Capt. J. E. Lennen was born at Parker's Head, Me., in 1840, removed to Bath in 1848 and attended school there until 1854, when he began his marine career before the mast. He continued sailing in deep-water ships, making voyages to all parts of the globe until 1863, when he arrived in San Francisco and shipped as mate of the brig *Deacon*, which Dr. Samuel Merritt had built for the Puget Sound lumber trade. Capt. Tim Batchelder was master, but in 1864 went East to bring the bark *Oakland* to the Pacific Coast, and Lennen was given command of the *Deacon*, made two voyages in her and then went to the bark *George Washington*, which he sailed in 1865 between San Francisco and Freeport, now West Seattle, carrying many prominent Seattle people to the State as passengers in that year. In 1866 he took charge of the brig *Orient* of San Francisco and visited New Zealand and Australia, returning to Puget Sound to run the tug *Merrimac*, owned by Simpson of San Francisco. When the tug was chartered by Woods of the Port Discovery Mill Company, Lennen left her and joined the firm of Parrott & Co., San Francisco, sailing for them to Costa Rica in the coffee trade. In 1874 he was on the *William Sutton* for Alaska, and subsequently sailed several vessels for the Alaska Commercial Company in the fur trade until 1879. While in this employ he won the great ocean race from San Francisco to Unalaska, on the result of which over \$15,000 changed hands, as the schooner *General Miller* was a two to one favorite, although Lennen's schooner *Eudora* won easily, beating the *Miller* six days on the trip up and four coming down. In 1880 Captain Lennen took charge of the steamer *Ivo* for H. Lebe and ran her on a trading voyage to Alaska. He continued in the coasting, Sound and Alaska traffic from that date. In 1887 he went as pilot on the United States steamer *Thetis*, which took Governor Swineford to the western part of Alaska. In 1891 he opened the mail route between Sitka and Unalaska with the steamer *Elsie*, and in 1892 was pilot on the United States fleet in Bering Sea, on the *Albatross*, *Yorktown*, *Rush* and *Corwin*, being with the latter when she seized the *Coguitam* in Prince William Sound. He has since been on the *Adams* and other vessels in far northern waters, and early in 1895 began running as pilot on the Alaska steamer *Willapa*.

¹⁶ Capt. John F. Hinds was born in Livermore, Me., in 1825. He was before the mast at the age of fourteen, but worked his way up and for twelve years was master of whaling vessels in the Arctic and Pacific oceans. In 1864 he was in command of the ship *Huntsville* in the lumber trade between San Francisco and Port Blakely, and continued in that traffic from Puget Sound ports to San Francisco on the bark *Scotland* and ship *Caroline Reed* for nearly a decade. He then took the bark *Delaware*, running in the lumber and sugar business to the Sandwich Islands for four years, after which he was in charge of the ship *Warhawk* for three years, leaving her to take the bark *Revere*, carrying lumber to Honolulu for eight years. He was afterward captain of the steamer *Evangel* for about six months, after which he retired from the water and is at present living at Port Townsend.

¹⁷ Capt. John W. Gage was born in Maine in 1834, and first sailed on the Atlantic Coast in 1849 on the topsail schooner *Pensacola*. At the age of eighteen he was filling a mate's berth, and in that capacity continued on Eastern waters until 1855, when he came to San Francisco as third mate on the clipper *Matchless*, leaving her there and subsequently joining the steamship *Oregon* as quartermaster. He left to go as mate on the brig *Susan Abigail* and served on her and on the brig *Quaddy Belle*, the schooners

Francisco. The *Pacific* was one hundred and six feet long, with thirty feet beam, and registered one hundred and forty-eight tons. Another fine schooner, the *Isabel*, was also constructed at Coos Bay by Captain Howlett, and at Tillamook the schooners *Leah* and *J. C. Champion* were completed for the Portland trade, the latter running to the Columbia in command of William Bochau, who subsequently piloted on the bar. A number of small schooners engaged in trading north from Victoria, affording the few settlers on Vancouver and Queen Charlotte's Island means of communication with the outside world, rescuing as well many a shipwrecked crew which had been cast away on those inhospitable shores. The best known of these vessels were the *Surprise*, Captain McKinnon;¹⁸ the *Alert*, Captain Spring;¹⁹ and the *Leonade*, Captain Hicks.²⁰

The Columbia River bar was the scene of a terrible wreck early in 1865, when the bark *Industry* was pounded to pieces by the breakers, causing the loss of nearly a score of lives. This vessel, a well known coaster, sailed from San Francisco, February 23d, and on the twenty-fifth encountered a heavy gale, which stove in the water casks and washed away a portion of the stores. She reached the mouth of the Columbia River after a two weeks' struggle with bad weather, and while standing off and on waiting for a pilot spoke the *Falkenberg* and secured a few necessities. After remaining outside for several days, during which no assistance appeared, the water gave out and the captain determined to run in, and on March 15th stood up for the south channel. While the vessel was on the bar the pilot-boat ran down and raised a flag, which led the captain of the *Industry* to head for the north

entrance, expecting that they would send a man aboard. As none came he concluded that they expected him to follow the schooner in, and in attempting to do so the bark missed stays, and, as the wind had failed, was obliged to anchor to keep from going on the sands. A breeze sprang up within a few minutes, and the bark again got under way, but in heading for the course again mis-stayed; and, although both anchors were let go, she drifted into shallow water, striking heavily stern first and unshipping her rudder. One of the cables had been slipped, and an effort was made to work her over into the middle channel; but, when she reached a point fifty or one hundred yards from there, she struck heavily and began making water rapidly. A piece of the false keel floated up alongside, proving that she had received fatal injuries, and all hopes of saving her were abandoned. The large boat



CAPT. ROBERT HICKS

J. R. Whiting, *J. M. Ryerson*, and other well known coasters, until 1858, when he took command of the brig *Francisco*, then of the *Susan Abigail*, bark *Fanny Major*, brig *J. S. Cabot*, which he lost in Mendocino harbor, bark *Acadia*, which was wrecked on his second trip, and the brig *Quaddy Belle*, running to Tahiti. He was subsequently on the schooner *Golden State*, which he managed for two and one-half years, and while awaiting the completion of the schooner *Pacific* sailed the schooners *Sea Nymph* and *Ella Florence*. He operated the *Pacific* in the Umpqua River trade for three years, making occasional trips to other ports, finally sold his holdings to Peter Crack and entered A. M. Simpson's employ, first on the bark *Occident*, and then purchasing a share in the barkentine *Webfoot*, which he commanded for several years. He next bought an interest in the barkentine *Portland*, which he sailed for nearly nine years, leaving her to become captain of the steamers *Edith* and *Beda*, making a trip to the Arctic Ocean with the latter, and on his return commanding successively the steamships *Al-Ki*, *Umatilla* and *Willamette*. He then took the tug *Wizard* from San Francisco to the Columbia and remained on the bar with her for eight months, leaving the tug to take the steamship *Wilmington*, which he handled for a year, and then took charge of the steamship *Los Angeles*, going from her to the steamship *Jeannie*, plying to Alaska, and to the *Santa Rosa*, running on the Portland route. He ran the steamship *Eastern Oregon* north for a short time, was then on the steamer *Humboldt*, and after leaving the latter vessel was appointed port warden at San Francisco, a position which he has since held.

¹⁸ Capt. Alex. McKinnon, who was sailing the schooner *Surprise* out of Victoria in 1865, was born in Greenock, Scotland, in 1836, and came to this Coast in 1858, first running as quartermaster on the old steamship *Columbia* and afterward as mate on sailing vessels until 1863, when he returned to Victoria from England. In 1864 he took charge of the missionary schooner *Carolina* and the following year of the *Surprise*, having with him as mate James Christiansen, the well known pilot. He was next on the schooner *Meg Merriltes* and other well known local traders. He commanded the steamer *Emma* when she was engaged in laying the cable from Victoria to the mainland, and in 1869 was piloting on Burrard's Inlet and to Nanaimo. Since 1879 he has had charge of the Berens Island light.

¹⁹ Capt. William Spring of the *Alert* was the pioneer sealer of British Columbia, and his portrait, accompanied by a sketch of his life, will be found in the closing portions of this work relating to the sealing business.

²⁰ Capt. Robert Hicks of Victoria was born in Norfolk, England, in 1828, entered the British Navy in 1845, came to America in 1848 and soon after shipped on a whaler, was cast away in the North, and did not return to the United States until 1853. The following year he started for the Pacific in the man-of-war *Decatur*, which was detained eighty-four days in the Straits of Magellan, being finally towed through by the United States steamship *Massachusetts*. After the *Decatur* had been stationed at Seattle for a while, Hicks joined Captain Denny's volunteers and fought Indians. He next bought the schooner *Rover* and ran her until the Fraser mining excitement, when he sold the vessel and went to the mines. Returning, he entered the employ of the Hudson's Bay Company, but left them soon after and bought the sloop *Leonade*, which he operated until 1867. He then began running on various steamers as Alaska pilot, having had the distinction, while so engaged, of bringing to this country the old Russian gunboat *Politkofsky*. He ran on the *Little California*, *Gussie Telfair*, *Fidelater*, *George S. Wright*, and a number of other well known old-timers, and also piloted many British and American war vessels to and from Alaska. He was for a while master of the Fraser River lightship, and at present is living in retirement at Victoria.

was lowered but was immediately swamped, drowning the mate, Mr. Coppin. As it was impossible to do anything more in this direction, all hands took to the rigging at 9:00 P. M. During the night the upper works were carried away and the remaining boats destroyed. At 8:30 the next morning the sea went down, and two rafts were hastily constructed, one of spars and one of pumps. Five persons were on the first, and it drifted over to the south entrance, where they were rescued by a lifeboat manned with soldiers from the fort. From the second, four men were washed overboard, the twelve-year-old daughter of Mr. and Mrs. Marks, who went down with the vessel, and a man died from exposure, leaving but two of her eight passengers who reached shore in safety. The following persons disappeared with the wreck: Lewis, captain; Green, second mate; William Cavener, steward; Robert Powers and Alexander Green, sailors; Mr. and Mrs. Marks of Walla Walla, Messrs. Meade and Myers, and a Chinaman, passengers. The fortunate survivors were: John West and James Peterson, sailors; Silas Wightman, Charles B. Herald, a son of J. M. Shively of Astoria, an unknown sailor, and a Chinaman.

The schooner *Royal Charlie*, a well known Victoria trading vessel, was seized by the Kake Indians about two hundred miles north of the Stickeen River, while cruising along the coast, in September, 1865. She was in command of Capt. Thomas Goin, who had with him James Habut and John Cashman as crew, Thomas Crawley, trader, and two Stickeen Indian boys. One night, while at anchor in a small bay, the boys overheard the savages planning an attack and at once advised the captain to leave, as the Kakes intended to take the schooner the next day. Captain Goin refused to heed the warning, and the following morning at daybreak three canoes came alongside, and several natives sprang aboard and cut the halyards. Goin immediately fired on the chief, wounding him in the wrist, but the Indian rushed upon him furiously and stabbed him to death. Cashman promptly avenged the deed with a bullet, and the chief dropped dead upon the deck. His confederates retreated, but continued firing until they had killed Cashman and Crawley and wounded Habut. The latter and the Indian boys were permitted to go ashore in a small boat, but Habut's injuries were so serious that he died from loss of blood soon after reaching the beach. News of the tragedy was not received at Victoria until nearly two months after it occurred, and, as the Indians guilty of the outrage were in Russian territory, they were never punished. The schooner *Nanaimo Packet* also fell a victim to the bloodthirsty redskins in 1865. She was seized and plundered in the summer by a party of Indians at Bella Bella, and the captain was subjected to many indignities, the Indians giving as a reason for this treatment that a Victoria policeman had robbed their chief of fifty-five dollars, and that was the only way in which they could revenge themselves. The schooner *Victoria Packet*, plying between Nanaimo and Victoria, met with a worse fate even than the *Royal Charlie*. She sailed from the latter port in the summer of 1865 on her regular trip between the two cities, and there were no tidings from her for five years. It was the commonly accepted belief that she had gone to the bottom of the ocean during a storm, but in 1870 a Cowichan Indian confessed that the entire crew had been murdered by his people at Cowichan Gap and the schooner scuttled as soon as the plunder was removed.

The American ship *William Tell*, Captain Jones, was wrecked on the coast of Vancouver Island, December 23, 1865. She sailed from Simonstown, August 15, 1864, and sighted land to the west of Nootka Sound, December 13th, and entered the Straits three days later, being within six miles of Dungeness lighthouse on the nineteenth. The next day the wind began to blow, and the ship drifted to the west of Race Rocks. She tried to anchor in Freshwater Bay, but could not reach it, and beat about the Straits until the twenty-second, and on the twenty-third struck a reef three miles northwest of San Juan. At low tide a line was carried ashore, one hundred fathoms away, and all of the crew of twenty-two were landed. Before deserting the vessel the mainmast was cut away to enable them to reach the reef. Bolles, the mate, was the last man to leave the wreck, at 12:00 o'clock, and at 1:00 the ship broke into a thousand pieces. The survivors were taken to Victoria by the schooner *Surprise*, Captain Francis. The *William Tell* was of about 1,500 tons burden, and was built in 1862 and owned by N. Y. French of Walpole, Mass. Other disasters of minor importance during the year were the schooner *Doyle*, plying between Yaquina and San Francisco, wrecked at Yaquina, March 11th, and the sloop *Fanny*, dismasted off Shoalwater Bay while on her way from San Francisco to Victoria, and afterward sunk by the steamship *Pacific*, which was attempting to rescue the crew. This she finally succeeded in accomplishing, landing them at Victoria. The bark *Ann Perry*, from Puget Sound with a cargo of lumber and 250 sacks of potatoes, was lost in January a few miles south of the Cliff House, San Francisco. Among the deaths of the year was that of Capt. Charles Edwards, who had been piloting on the bar since 1854. He passed away on board the steamship *Pacific*, November 25th, while *en route* from San Francisco. On the 19th of December, J. H. Poole, one of the best known of the California Steam Navigation Company's purasers, died in San Francisco.

Competition on river, Sound and ocean was one of the marked features of the marine business of 1866 for a good portion of the year. The traveler northward bound from San Francisco could choose his steamer, name the price he wished to pay for passage, and, on reaching Portland, find opposition steamers in waiting to carry him to the Cowlitz River, where opposition stages whirled him overland to Olympia, and an opposition steamer waited there to take him through to Victoria, where, fortunately for those engaged in marine traffic, but little cutting in rates was indulged in, and, if the passenger wished to go farther north or to the interior, he paid a living price. The Oregon Steam Navigation Company was unmolested on the routes to the upper Columbia, and maintained a good service with the steamers *Wilson G. Hunt*, *New World* and *Cascades*, making a round trip each day to the

Cascades; the steamers *Oneonta* or *Idaho*, with a similar schedule on the middle river; with Capt. Fred Wilson running the steamer *Iris* as a stock and freight boat above the Cascades, and Capt. William Smith using the *Julia* for the same purpose between that point and Portland. Above The Dalles the steamers *Yakima*, *Webfoot*, *Tenino*, *Owyhee*, *Nez Perce Chief* and *Okanogan*, run by Captains E. F. Coe, J. H. D. Gray, C. C. Felton and Thomas Stump, formed the connecting link in the line through to the interior and remained in undisturbed possession of the route; and far inland at old Fort Boise the company launched another large sternwheeler, the *Shoshone*, to run on the Snake River between Old's Ferry and Boise. The *Shoshone*, launched at old Fort Boise in 1866 and placed in command of Capt. Josiah Myrick, traversed more continuous miles of the Columbia and its tributaries than any steamer which has been in existence during the thirty years which have elapsed since her completion. Probably no steamer was ever constructed in the Northwest under greater difficulties than those which confronted the builders of the *Shoshone*. Hundreds of miles from a foundry or machine shop, and nearly as far from a sawmill, they labored under disadvantages of which the projectors of the first steamboat on the Columbia knew nothing. Nearly all of the lumber used was whipsawed or hewed in the vicinity, and the iron was transported for a long distance on pack animals and worked into shape after its arrival on the ground. The expense ran up to an amount which would have built several fine steamers farther down the river, but the company had great expectations of big travel to the mines by that route, and had their hopes been realized the *Shoshone* might have proven a bonanza; for it is doubtful if any one would have had sufficient courage to launch a second steamer there; so the rates charged could have been based on what the traffic would stand. Unfortunately for the *Shoshone* a shorter way to the gold-fields was discovered before the steamer was ready for business, and she remained almost a dead loss on the company's hands until 1870, with instructions to bring her down attempt. Smith made a good start reached Lime Point abandoned the "Bas" Miller and D. E. Buchanan, in making the run and landed her trip, 1870). On June 29th Miller Falls, and she was soon hauled out extensive repairs, ran on the middle 1873, when Captain Ainsworth arrival at Portland she was sold to Company and put in the Willamette 1874, when she struck a rock efforts to raise her proved futile, was removed and the hull left to and came down the river as far granger secured it; and the which had been the central figure transformed into a chicken-house, and thirty-six feet long, twenty-inches hold, with engines sixteen



CAPT. CHARLES EDWARDS
Columbia Bar Pilot

The Oregon Steam Navigation Company, having secured control of about everything worth

Oregon, Washington and Idaho, made a move farther inland in 1866, and organized the Oregon & Montana Transportation Company, with the following officers: J. C. Ainsworth, president; S. G. Reed, vice-president; Theodore Wygant, secretary; and H. A. Hogue, agent. These officials associated with R. R. Thompson and Z. F. Moody, composing the directorate. The new company built the *Mary Moody*, the first steamer to ply on the waters of Lake Pen d'Oreille, launched her on April 30th, and operated her on a route from the lower end of the lake to the east side of Cabinet Mountains, a distance of about seventy miles. The steamer went to the foot of Cabinet Rapids and connected with the steamer *Cabinet*, constructed the same year by Abrams & Co., to run to Thompson Falls and there meet the *Missoula*, running to the mouth of the Jocko. The latter steamer was owned by Humason & Savage but afterward passed into the hands of the Oregon & Montana Transportation Company. The lumber used in the *Mary Moody* was whipsawed from timber cut on the ground near where she was launched, and the steamer was provided with the old engines from the *Express*. In describing the steamer and what was expected of her, a writer in *Harper's Monthly* has the following:

"Four months after the first tree was felled for her she was afloat; fifteen days after that her steam whistle startled the echo of the mountains, the lonesomeness and mysteriousness of which she has forever banished. The elk and bear and red man stood with straightened hair and ears at the shrill challenge of the invader. The first trip she had on board twenty-five pack animals, ten thousand pounds of freight, and fifty passengers. Designed to be the first of three boats that are to navigate Clarke's Fork of the Columbia to the mouth of the Jocko, a few miles west of the main range of the Rockies, she stopped short at the landing at the foot of Cabinet Mountains, some fifty miles from her starting point at Pen d'Oreille City, the rapids above the landing being too violent to permit her pushing farther up. Above these rapids the second boat will ascend to Thompson's Falls, and above Thompson's Falls the third boat will complete the chain of navigation to the Jocko. This plan in operation, the northwestern portion of Montana, surpassingly rich in agricultural facilities, and faraway the most beautiful portion of the territory, the scenery of it blending all the sterner and loftier with all the gentler features of Switzerland and the Tyrol, will be pierced and opened from the Pacific and a future of prosperous activity secured for it, which no one can presume at this moment to shadow forth, much less to estimate."

when Capt. Cy Smith was sent up to Lewiston or wreck her in the from Huntington, but when he project, and a little later Capt. the well known engineer, succeeded in safety at Lewiston (see *Shoshone* brought the steamer over Tumwater at The Dalles, and, after receiving river as a cattle steamer until June, piloted her over the Cascades. On the Willamette River Transportation trade, running there until the fall of opposite Salem and sank. All and in November the machinery its fate. It floated off in January as Lincoln, where a thrifty remains of the famous old craft, in so many stirring exploits, was The *Shoshone* was one hundred seven feet beam, and four feet six by forty-eight inches.

tion Company, having secured having on the navigable waters of

The *Cabinet* was one hundred and thirteen feet long, twenty-two feet beam, and four feet hold, with engines thirteen by forty-eight inches. The *Missoula* was about twenty feet shorter and had engines ten by forty-eight inches. Capt. Robert Copely ran the *Moody* at the beginning of her career, but there was never much business for the steamers in that vicinity, especially for those on the upper portion of the route; and in June, 1870, Capt. Sebastian Miller and Capt. Shep Warren, with Engineer J. Gallagher, ran them through Hero Rapids to the head of Cabinet Canyon, one of the most difficult feats of swift-water navigation which has ever been attempted, the steamers burying at every plunge. After waiting a short time for the water to fall, the same crew took the boats down into the lake, going through Cabinet Rapids without difficulty. They were laid up on the lake the most of the time until 1876, when the machinery was removed and shipped to Texas Ferry, and thence down the Columbia. The building of the *Shoshone* on the upper Snake River was a worse speculation than the *Montana* steamboat venture, and she remained in idleness for nearly four years before the company succeeded in bringing her down where she could earn something. In June, Capt. Thomas Stump piloted the steamer *Okanogan* over Tumwater Falls, making the run through from Celilo to the mess-house in twenty-seven minutes. The *Okanogan* was not so well adapted to the upper river as some of the steamers left there, and was more needed below, as the *Iris* and *Julia*, which were running as freight and stock boats, were kept busy continually, the manifests of the latter steamer showing that in two weeks she had made thirteen round trips to the Cascades, carrying 910 horses, 253 head of cattle, 1,600 sheep and 100 hogs. While the Oregon Steam Navigation Company was enjoying a state of tranquillity on their other routes, the Cowlitz trade was again divided in the



CAPT. H. A. EMKEN

summer by the advent of the little steamer *Ranger*, built in Portland by Capt. James N. Fisher,¹¹ who placed her on that route in July. Fisher was chief owner, although M. M. Gilman was interested in the vessel subsequently. The *Rescue* was running to the Cowlitz as a mail boat, and the newcomer drew considerable business away from her before matters were adjusted. In 1867 she was on the same run, going by way of Willamette Slough, and the following year was engaged in the jobbing business until September, when she caught fire while *en route* from Rainier to Portland and became a total loss. She was one hundred and thirteen feet long, twenty feet beam, and four feet hold.

The trouble which had been brewing for some time on the Willamette came to a head early in the year, when the newly organized Willamette Steam Navigation Company started their steamers *Alert* and *Active* on the route from Portland to Corvallis. The People's Transportation Company was running the steamers *Senator*, Captain Baughman, *Reliance*, Captain Pease, *Enterprise*, Captain Miller, and *Fanny Patton*, Captain Jerome; and, as soon as the new company threw down the gauntlet, fares dropped until a passenger could travel from Portland to Salem for fifty cents, with meals and berth free, and to Albany and Corvallis for one dollar and one dollar and a half respectively, while freight was fifty cents per ton from Portland to Oregon City, and no charge whatever was made for passengers to that point. Contests of speed were of daily occurrence, and on one trip in

January the *Reliance* and the *Active* raced the entire distance from Canemah to Salem. This ruinous competition was of short duration, and in March the two companies consolidated. John D. Biles was appointed agent of the new organization, whose officers for the year were: A. A. McCully, president; S. T. Church, secretary; Joseph Kellogg, L. E. Pratt, George A. Pease and E. N. Cook, directors. Captain Ankeny was running the steamer *Echo* on the upper Willamette, and for a short time the newly built steamer *U. S. Grant* connected with her below the falls. In 1866 Sucker Lake, near Oswego, was honored with the presence of a steamboat, a small sternwheeler about seventy feet long, containing the engines from the little steam scow *Skeddadle*, built by Capt. George Pease several years before. The new arrival bore the romantic name *Minnehaha*, was built at Oswego by John C. Trullinger,¹² now living in Astoria, and was intended to navigate the waters of Sucker Lake and the Tualitin River. She made her first trip October 24th, in command of Capt. Robert Copely. The *Minnehaha* was

¹¹ Capt. James N. Fisher is a native of New York, and, after following the water on the Eastern coast for a number of years, came to the Pacific, and in 1858 began steamboating in the Northwest on the little *Webfoot No. 2*. He was one of the first masters to receive a license in the Willamette district, and ran for a great many years on towboats on the Columbia, below Portland. He unfortunately lost the *Ranger* by fire a short time after she was built, but soon secured another steamer and has been continually in the service for thirty-seven years, the last ten of which were spent on the Willamette River, running between Portland and Sellwood, until the electric line supplanted steamers on that route. He then took charge of the ferry between Sellwood and the opposite shore of the Willamette.

¹² John C. Trullinger is one of the oldest pioneers in Oregon, and, while he has not been interested in many steamboats of late, was a stockholder in several of the early marine enterprises. He built one of the earliest sawmills in Portland, and was the first to realize the importance of the iron mines at Oswego, where he laid out a city and produced the first bar of pig iron manufactured in Oregon. He afterward removed to Astoria, where he erected a large sawmill and supplied it with logs by constructing the pioneer steam-logging railroad in that part of the State. He was a member of the Legislature in 1893 and has always been prominently identified with public affairs in Astoria, where he is still living, and, in addition to his sawmill, operates a large electric-light plant.

never of much importance, and her sole claim to distinction is that she was the only steamboat ever launched on the lake. The steamer *Yamhill*, previously mentioned, was also running on the Tualitin between Colfax and Hillsboro. The steamer *Loyal Ellsworth* of the Farmers' Packet Line, which had started on the Cowlitz the year before, came to grief in February and was attached and sold by the sheriff. When she was placed in operation again Capt. H. A. Emken,²³ the well known pilot, was given command. The Chehalis River, which had been without a steamboat since the ill-starred expedition of the *Enterprise* in 1859, came to the front in the fall with a home-made production named the *Satsall*, which was built and operated by a number of dwellers in the vicinity. She was a small steamer, but had plenty of owners. Among them were S. S. Ford, C. Ethridge, A. J. Miller, J. Boise, O. B. McFadden, S. S. Ford, Jr., J. Brady, S. Benn, R. Redmond and G. W. Biles. At the mouth of the Columbia the pilots were still fighting the tugboat "monopoly," as they called it, and in April they forced the steam tug *Rabboni* to give up the struggle and return to San Francisco, with her owners much poorer than when they arrived on the bar six months before. Licenses were again issued to the men who had been discriminated against in favor of the tugboat pilots. In October, Capt. John H. Couch, James Taylor and W. F. Kippen were appointed pilot commissioners, and with the new board everything ran smoothly. Shortly after the *Rabboni's* departure Captain Kerns offered the services of his steamer *U. S. Grant* to tow vessels over the bar in good weather, but the deep-water men were apparently afraid of her. She did good service on the river, however, as also did the new towboat *Commodore Perry*, built in 1866 for service on the Columbia. The *Perry*, while an insignificant craft in some respects, is entitled to more than passing notice from the fact that she was the first steamer constructed on the Willamette or Columbia exclusively for towing purposes. She was launched at Milwaukie, April 14th, for John H. Perry & Co. W. W. Nelson, one of the owners, was her first master, and in 1869 Capt. John Harlow took charge, handling the steamer until 1872, when she was taken by Capt. George W. Taylor, who ran her during the last ten years of her existence, except at short intervals when Harlow had command. She was only fifty-one feet long, with twelve feet six inches beam, and six feet hold, and was used only in the business for which she was intended. Her engines were seven by twenty-two inches, and they swung a forty-four inch propeller. She ended her days in 1884, at which time Captain Taylor replaced her with the steamer *Oswego*.



CAPT. RICHARD HOBSON

On Puget Sound the steamer *Eliza Anderson* met with the customary periodical opposition, her antagonist in 1866 being the steamer *Josie McNear*, which was brought up from San Francisco and placed on the mail route between Olympia and Victoria. Capt. J. G. Parker had secured the postal contract and afterward released it in favor of Hale, Crosby & Winsor, the purchasers of the *Josie McNear*, who intended taking him in as a partner; but, as Parker did not like the appearance of the *Josie*, he refused to join them, and they began operating the steamer in July. The *Anderson* made a desperate fight from the start, and, greatly excelling the *McNear* in speed, forced the owners of the latter to trade her for a better boat. The *Josie McNear* was built at Cozzen's shipyard in San Francisco by the citizens of Petaluma as an opposition boat, and was named in honor of a sister of the McNeers, who owned five-eighths of the craft. She never accomplished anything in California, and, when Captain Crosby went there to secure a steamer to carry the mail on the Sound, she was unloaded on him at a sacrifice and started northward. She had a long and rough passage up from San Francisco and arrived in a badly damaged condition, but was soon repaired and placed on the Victoria route, making her first trip in July, 1866. The *Eliza Anderson* ran her pretty hard from the start, so after a brief struggle the owners of the *McNear*, Hale, Crosby & Winsor, made a trade with the Oregon Steam Navigation Company on the Columbia and secured the fine steamer *New World*, paying a bonus of \$40,000. The old reliable *Anderson* served the *New World* just as she had the *Josie McNear* and soon swamped the owners. Following the change in ownership the *Josie* was put on the Astoria route, with Capt. Henry A. Snow in charge, but shortly afterward she was used as a jobbing boat, and in 1870 Capt. Richard Hobson* ran her for a long time under charter to the Cementville Manufacturing

²³ Capt. H. A. Emken was born in Bremerhaven in 1843 and commenced his marine career with a voyage around the Horn at the age of fourteen. His first visit to the Northwest was in 1860, and early in the year he retired from deep water and engaged in steamboating on the Fraser River. One of his first experiences was on the *Fort Yale* when she exploded her boiler near Yale. Captain Emken left the river in 1862 and for the following two years was in the Cariboo mines, but in the fall of 1865 he took the overland route to the Columbia, and came down that stream as far as Wallula, going from there to Montana early in 1866. He returned to the Columbia a year later and engaged with the *Loyal Ellsworth*, an odd appearing sidewheeler with a single house and open hull, receiving power from geared engines. After a short stay on the *Ellsworth*, Captain Emken went to the steamers *Carrie* and *Minnehaha*. Later, with Captain Troup and Jason Kellogg, he leased the steamer *Oneonta*, which they operated on the Vancouver route. When the Oregon Steam Navigation Company purchased the interests of the Willamette Transportation and Locks Company, Emken commenced running on steamers in their employ and remained in the service continuously until a few years ago, when he was appointed a branch pilot on the Columbia and Willamette rivers. He was in command of the *Ocklahoma* for a greater length of time than any other master who served aboard the steamer, and while handling her as a towboat met with a miraculous escape from death when the British ship *Alliance* toppled over on her, destroying the pilot-house and upper works.

* Capt. Richard Hobson, one of the earliest pilots on the Columbia, was born in England in 1829, and came to Oregon via New Orleans in 1843. He left in 1848 and ran a schooner on the Sacramento River for a while in 1848 and 1849, but returned to Oregon in 1850, piloting there in 1852 and 1853. In 1854 he went to Australia, returning in 1861 and going to the Salmon River gold-fields. On coming back from the mines he began boating on the Skipanon and Astoria route, after which he was captain on the

Company. In 1871 she was extensively overhauled, received the boilers which had been taken from the *Spray*, and again ran to Astoria during the winter season. Captains Hughes, Randall, Hoyt, Kindred and others commanded her at different times, and she gradually wore out, making her last run in 1878. She was a sidewheeler, one hundred and nine feet long, twenty-three feet beam, and seven feet hold, with engines fourteen by forty-eight inches. Victoria's steam fleet was reinforced by the fine steamer *Isabel*, a boat which remained in active service for over a quarter of a century. The *Isabel* was a sidewheel steamer, launched at Victoria, July 25th, for Captain Stump, owner of the Alberni sawmills. She was one hundred and forty-six feet long, twenty-four feet beam, and nine feet hold, and started out under Captain Chambers, who was succeeded in 1868 by Captains Pamphlet, and Devereaux, who retained his position until 1870, when Stump sold her to the Starr brothers, who put her on the Sound route in opposition to the *Eliza Anderson*. She went as far as Port Townsend and connected there with the *Alida* for Olympia, starting on the run in September in command of Capt. Dan Morrison. On her first trip she beat the *Anderson* fifty-four minutes between Victoria and Port Townsend. The *North Pacific* came out soon after this and relieved the *Isabel*, which was operated for a while between Victoria and Nanaimo, and also as a towboat in British Columbia waters, Capt. Charles Clancey and Captain Starr running her. In 1872 she was still in the towing business, and for the next few years was successively in charge of Captains Starr, Morrison, Pamphlet, Ramsey, Landbourne, Robinson, Brown, Burr, Wilson and Clancey, occasionally relieving the *North Pacific*, and spending a good portion of the time tied up at Gig harbor. In 1888 she was purchased by R. Dunsmuir, and, after an extensive overhauling and receiving new boilers, was put into service between Victoria, Nanaimo and Comox, where Capt. F. Revely handled her for a short time, being succeeded by Capt. J. P. Bendrodt. When Bendrodt left her to begin piloting, the *Isabel* was put in charge of Capt. J. E. Butler, who continued with her until the new steamer *Joan* was built a few years ago to take her place. The *Isabel* was then tied up in Victoria harbor, where she remained until 1894, when her machinery was removed and the hull converted into a barge. The steamer cost \$50,000 to build, and was considered a remarkably fine craft.

The wreck of the old steamer *Cariboo*, which had been lying in idleness since the terrible disaster which occurred on her first trip, was launched again in March, 1866, by Captain McDougal, and reëntered the career of usefulness which had been so rudely interrupted a few years before. The big steamer *Alexandria* was also refitted this year by T. Pritchard, who purchased her in February for \$5,000 for the Hudson's Bay Company, and after repairs she began her labors in command of Captain Swanson. The Russian-American Telegraph Company, which had been operating quite extensively in the Northwest during the previous year, built the steamer *Munford* at Victoria and started her out in charge of Captain Coffin. The *Munford* was a sternwheeler, one hundred and ten feet long, nineteen feet beam, and four feet eight inches hold. The same company was still running the steamship *George S. Wright*, Captain Patterson, master, James H. Douglas,²¹ first officer. The steamship *Fidelater*, Captain Erskine, entered a new trade, and in June left Victoria for Portland with forty-six passengers, returning with a good cargo and several passengers, and remained on the route regularly. The steamer *Marten* was built on Kamloops Lake in 1866, making her trial trip May 24th. She continued in service here for several years, most of the time in charge of Capt. August Menenteau,²² but was abandoned for a period after the mining rush was over, and started again in the seventies, when the settlers commenced to come into the country. Another steamer running well into the interior of British Columbia in 1866 was the *Forty-nine*, constructed at Little Dalles the preceding year by Leonard White. She left Little Dalles, April 15th, on her first trip with seventy-three passengers and a light cargo of freight, reached Fort Shepherd the next day, left there at noon and made the run across lower Arrow Lake. On the morning of the eighteenth the steamer cleared the narrows, but

Josie McNear, Beaver, and other river steamers. He left this business to enter the customs service, but after a short time took a trip to the Sandwich Islands for his health. Not finding the relief sought he sailed on the bark *Falkenberg* in May, 1878, for this country, but failed so rapidly that he died, May 24th, before land was sighted. The captain of the bark, an old comrade of Captain Hobson, made a special effort and reached Astoria in time to enable sorrowing friends and relatives to pay their last respects to genial Dick Hobson.

²¹James H. Douglas, master and pilot, was born on Long Island in 1836. When but fourteen years of age he joined the New York pilot-boats, and later made a voyage to Liverpool. In 1853 he came to the Pacific Coast as first officer of the ship *Rattler*. He made a second trip on her to the Coast, and then left her at San Francisco to join the old steamship *Oregonian*, where he ran for a short time as second mate. He was next on the Government steamship *Active*, then surveying the Pacific Coast and Puget Sound. About 1860 he joined the schooner *Funny*, trading around Vancouver Island. He then went East and was in the Government service as ordnance foreman until the close of the war. On his return to the Coast he was employed as watch officer on the United States steamer *Newbern*, where he remained until she was sold in Alaska. He then moved to Puget Sound and joined the steamer *George S. Wright*, where he remained for a year as first officer. He was afterward on the *Idaho*, *Montana*, *John L. Stephens*, *William Tabor*, and the Alaska mail steamer *Little California*, Captain Thorn, serving on the latter three years. After acting as master for a year on the ferry and freight steamer *Petaluma*, he entered the Government employ as pilot in the waters of Puget Sound and Alaska, having received his education in this locality from pilots Hicks and George. He continued in this business for ten years and then worked for the Southern Pacific Company as first and second officer on ferry-boats.

²²Capt. August Menenteau was born in Bordeaux, France, in 1834, and when a young man served three years in the French Navy, subsequently entering the service of Great Britain and going through the Crimean War with Admiral Napier, receiving a medal from the Queen as a reward for his bravery. When he left the navy he sailed for the West Indies, and on his return started for San Francisco. On reaching there he was for a few months on the steamship *Pacific*, running in the Northern trade, but left her to go on the old steamer *Enterprise* on the Fraser River. In 1868 he went to the upper Fraser and ran on Lake Kamloops, continuing there and on the Thompson River until 1891, when he was on the upper Columbia in the employ of the Columbia & Kootenai Navigation Company for a short time, and then with Messrs. Paterson and Campbell purchased the steamer *Ainsworth*, which he is still operating. Captain Menenteau was the first man on the upper Columbia to obtain a certificate from the Government.

found the lower end of the upper lake full of ice and had some difficulty in making her way through it, but entered the river on the nineteenth. Carnes Creek was passed on the twenty-second, and Death's Rapids were reached on the twenty-fourth, at which point the passengers were discharged, and the steamer started down the river, returning in less than one-fourth the time occupied in going up. The mail contract between Victoria and San Francisco, which had always been an important item in the steamship business, was awarded in January to the Hudson's Bay steamer *Labouchere*, which received \$1,500 a trip for the service. She steamed away from Victoria on her first voyage February 15th, carrying, beside the mail, forty passengers and ninety tons of freight, but on her return was wrecked soon after passing out of the Golden Gate, and the steamer *Active* was again granted the subsidy.

The difficulties which beset the steamboatmen running to the Fraser at night were lessened considerably by the establishment of a lightship at its mouth in January, 1866; and another indication of the growing importance of the maritime commerce here was the appointment of a board of pilot commissioners, Captains Cooper and Swanson and Hon. J. A. R. Homer constituting the first board. Esquimalt harbor was becoming quite a rendezvous for vessels, and in one day in December a Victoria *Colonist* reporter noted the presence there of Her Majesty's vessels *Sutleg*, *Clio*, *Sparrow Hawk*, *Forward*, *Grappler* and *Beaver*, the latter under charter, the United States steamer *Saginaw*, steamship *George S. Wright*, ships *Belmont*, *Evelyn Wood* and *Nicholas Biddle*. Other Government vessels at Esquimalt during the year were Her Majesty's steamers *Scout* and *Alert*, the American steamers *Fauntleroy* and *Shubrick*, and the revenue cutter *Lincoln*, the latter having recently arrived from the East, where she had been built in 1865. Another visitor of some importance at Victoria was the steamship *Constantine*, which came down from Sitka in command of Captain Lindfors. Her stay was brief, but she returned two years later and began an eventful career along the coast. The *Constantine* was an antique appearing steamship of about 500 tons, which had been operating in the vicinity of Sitka for several years and had made occasional trips down the coast to Victoria and San Francisco. In 1868 she was placed under the American flag by her new owners, Hutchinson & Kohl, and from that time became an important figure in marine business in the Northwest. The first year after she assumed American colors she was sunk about three miles south of Active Pass, and was with some difficulty raised and towed to Port Ludlow by the steamer *Fideliter*, receiving temporary repairs which enabled her to proceed to San Francisco, where it was found that she had lost thirty feet of her keel, and a number of her plates were injured. After this damage was remedied, she again started in the trade to Sitka with Captain George, who afterward turned her over to Capt. M. C. Erskine. In charge of Erskine she ran north as a mail boat, leaving Port Townsend on the twentieth of each month, and also made occasional visits to California. In 1871 she was placed in the Portland and San Francisco traffic, in command of Capt. Charles Thorn, and began an interesting opposition to Holladay's line. She made her first trip in this service in May, and remained there until bought off in September. Her next venture was on the southern route, remaining, however, but a short time, and in January, 1873, was sold to Goodall, Nelson & Perkins for \$45,000, and was put on the run between Santa Barbara and San Francisco. In 1879 she was chartered for a little while by the Government and used in the engineering service, and after finishing this work jobbed around for a few years and was finally broken up in 1887. The Yukon River, which at this time seemed a long distance from civilization, was visited in 1866 by a steamboat, probably the first which ever disturbed its waters. This steamer, a small sternwheeler named the *Wilder*, was taken up by the ship *Nightingale*. She was about sixty feet long, and after being put in running order continued on the river for two years, in the service of the Russian-American Telegraph Company. The same organization sent a steamer of similar build to the Anadyr River, christening it the *Wade*. The *Wilder* was in command of a man named Smith, and her engineer was J. R. Forbes,²⁸ who is at present employed on the Coast as chief engineer of the steamship *St. Paul*. The Telegraph Company had quite a fleet in Northwestern waters this year, including the barks *Clara Belle*, *Golden Gate* and *Palmetto*, the schooner *Milton Badger*, and the steamer *George S. Wright*, the latter under charter to them. The *Nightingale*, which was the flagship, was designed by the United States naval constructor at Charlestown, Mass., as a model of American marine architecture. She registered 722 tons, and was built at Portsmouth, N. H., for exhibition at the World's Fair in London; but before completion a difficulty arose between the contractors and the men who backed the project, and the vessel was sold at auction to a Boston firm, and, after sailing around the world for several years in legitimate business, she turned up as a slaver and made fortunes for her owners before she was finally seized off the coast of Africa by the *Jamestown*, with nine hundred slaves aboard. She was condemned and bought by the United States Navy Department, and after the capture of New Orleans was stationed as a guard and store ship at the mouth of the Mississippi River for eighteen months. She was also in use at Pensacola and other points on the Gulf, and when the war closed was purchased for a song by a Boston house and subsequently passed into the hands of the Western Union Telegraph Company.

²⁸J. R. Forbes was born in New York in 1843 and served his apprenticeship at the Atlantic Dock Iron Works. He then went on the steamer *Ajax* as third assistant and came out to the Coast with her. In 1865 he made two trips to Honolulu, and then visited Alaska on the Russian-American telegraph expedition in the ship *Nightingale*, which carried two sixty-foot sternwheel boats, which were fitted up on the Yukon River, where Mr. Forbes served as engineer on one of them, which was called the *Wilder*, in command of Capt. E. S. Smith. After two years in Alaska he returned to San Francisco and began running to Panama on the steamers *Moses Taylor* and *Nevada*, and subsequently north as first and second assistant on the *Pelican*, *Idaho*, *Ajax*, *Victoria*, *Los Angeles*, and other steamships. For the past ten years he has been on the Alaska route, the greater part of the time with the steamers *Karluk*, *Bertha* and *St. Paul*, and is at present chief engineer of the latter.

The steamship business between San Francisco and the North had been conducted for several months in a highly remunerative manner by the California Steam Navigation Company and the California, Oregon & Mexico Steamship Company, who were working in harmony with a passenger rate of \$45 and \$25; but early in the year a Maine Yankee came out from the East with the new steamship *Montana*, which he started on the Northern route to compete with the two old lines, reducing the fare to \$20 and \$10, a rate which was promptly met by the other steamers and afterward reduced to \$10 and \$3. Patton, the owner of the *Montana*, was handicapped at the outset by having only one steamer; but, as he had another, the *Idaho*, on the stocks in Maine, much confidence was expressed in the ability of his Anchor Line to make a hard fight. Rates were cut to almost nothing, and while the travel was remarkably large it was unprofitable, and Patton's boats eventually passed into the hands of the North Pacific Transportation Company, which was a combination of the interests of the California Steam Navigation Company, the California, Oregon & Mexico Steamship Company, and the Anchor Line. The steamship *Montana* was built at Bath, Me., in 1865, and left New York in October for San Francisco, calling at Rio Janeiro and Valparaiso on the way out. The *Montana* registered one thousand and three tons, and was two hundred and twelve feet long, thirty-one feet beam, and twenty-two feet hold, drawing eleven feet of water. In February, 1866, her owner, G. V. Patton, put her on the Portland route with Capt. J. R. Kelly in command. When she was



CAPT. JAMES CARROLL

bought by Holladay, Thorn was placed in charge, followed by Williams, Sherwood, Bolles, Carroll,²⁷ and others. She continued to run north for several years, and, when adversity overtook Holladay and his California, Oregon & Mexico Steamship Company, was sold in San Francisco for \$65,000. She was not very strongly constructed, and a few years afterward her machinery was removed and the hull burned on the Sacramento River mud flats. As the rivalry lasted through the greater part of the year there were more steamships on the route than during the previous season. Among the newcomers were the *Continental* and the *Oriflamme*, which became noted as Holladay's flagship, where the transportation king was wont to dispense hospitality with a lavish hand on many a junketing trip. The *Continental* was built in Philadelphia in 1864 for the Government, but after the close of the war her services were not required, and she was purchased by Ben Holladay. She was constructed of oak and hickory and was of the following dimensions: length, two hundred and eighty-five feet; beam, thirty-six feet; depth of hold, seventeen feet; with engines fifty by forty-five inches. As the vessel which brought the "Mercer girls" to the Pacific Coast, the *Continental* enjoyed more than a local reputation. In this connection it may be mentioned that the number of these women has been greatly exaggerated. A. S. Mercer, the originator of the project of peopling the shores of the Pacific with importations of the fair sex from the East, failed to secure anywhere near the crowd required to make

²⁷ Capt. James Carroll was born in Ireland in 1840, and left there with his relatives when a mere child. His marine experience commenced on the lakes, sailing out of Chicago from 1857 to 1860. He then went to New York and started for China on the bark *Hawkwa*, built for a Chinese man-of-war, and on arrival at the Orient ran there in the coasting trade for a year. He arrived at San Francisco in 1862 on the old clipper *Swordfish*. From the Bay City he went to the Sandwich Islands, and afterward returned to Cork in the ship *Anglo-Saxon*, commanded by Capt. John Caverley, now of San Francisco, going thence to Liverpool and Boston and then for two years sailing out of New York in the Trowbridge line for the West Indies. In the latter part of 1865 he shipped from the Eastern metropolis as second mate of the ship *Rattler*, bound for San Francisco, and on arrival began running North on the *Montana*, then on the route in opposition to the Holladay line. He soon left the steamer and made a trip to China as second mate of the bark *Swallow*, which conveyed Anson Burlingame to China to complete the famous treaty which bears his name. On his return, Captain Carroll entered the service of the Pacific Mail Steamship Company as second and first officer, remaining with them until 1869, when he returned to Holladay's employ. In the fall of 1870 he received his first command, the steamship *Montana*, on which he had begun as a sailor four years before. From that time he remained continuously in charge of the Holladay steamships and those of its successor until 1878, when he took command of the big sidewheeler *Great Republic*, running to Portland as an opposition steamer. After her wreck on Sand Island, at the mouth of the Columbia, Captain Carroll served as master on the steamer *Alexander Duncan* for a short time, and from her went to the *Idaho*, *Eureka*, *Mexico*, and various other steamships on the Alaska route in the course of the past ten years, among them the finest which have plied to the land of the midnight sun, and during that time has entertained thousands of tourists from all parts of the world. He is regarded as the prince of good fellows by all who travel with him, but never allows his gallantry and hospitality to interfere with his duty aboard ship. A story indicative of this characteristic is told by a passenger who made the Alaska trip with him, in the summer of 1894, on the steamship *Queen*. A large party of tourists were aboard, and they were very anxious to visit an Indian village near a point which the steamer was to reach in the night. The passengers knew that they were scheduled for a brief stop only, but they concluded to attempt to accomplish their purpose by persuading the Captain to remain there until the next day. A petition was accordingly drawn up and signed by nearly every one on board, and the duty of presenting it to the genial skipper was assigned to a charming lady who at meal time occupied the seat of honor next to the Captain. She approached the Captain with a most engaging smile and handed him the document. He read it carefully, and, returning it to her, said: "My dear madam, I regret very much to disappoint you and your friends, but this steamship is not run by petitions. We will sail on schedule time." Captain Carroll is one of the few men who have been fortunate in outside speculations while still remaining on the water. He has large holdings in Alaska, and a few years ago, when the proposition to purchase Alaska from the Government was made, he was one of the syndicate who stood in readiness to pay for the territory.

the venture profitable. The names of the "girls" of this much-heralded expedition were as follows: the Misses Bermingham, Grinold, H. Stewart, Davidson, F. Collins, A. Weir, Rhodes, M. Kenney, Robinson, Atkinson, E. Lord, E. Bacon, C. Bacon, N. E. Manning, M. A. Griffin, M. Staples, M. J. Smith, A. Peeble, L. Peeble, Julia

Guthrie, Ida Barlow, L. Barry, A. Horton, A. Miller, Lawrence, Conner, E. A. Stevens, M. Martin, F. Sievens. Other members of Mercer's party on the *Continental* were: Mrs. Chase and two children, Mrs. Grinold, Mrs. Osborn and child, Mrs. Pearson and daughter, Mrs. J. S. Lord and son, Mrs. Stephenson and child, Mrs. C. L. Spaulding, Mrs. Buckminster, Mrs. Warren and two sons, C. F. Barnard and wife, Peterson, wife and three children, A. A. Manning and wife, E. Petty, wife and child, Wakeman, wife and child, J. Wilson and wife, Weeks and wife, C. Boardman, wife and child, W. L. Mercer and wife, J. Bogart and wife, Jerigo and wife, Messrs. Rhodes, F. Read, Treen, Kellogg, Conant, Lewis, Watkins, Horton, Stephenson, Hills, Webster, Stevens, Gifford, A. S. Mercer and S. S. Fingley. The director of the enterprise became financially involved as the result of his speculation, and many of his passengers were obliged to make their way to various points in the Northwest in the best manner possible. The *Continental* arrived in San Francisco, April 24th, in command of Captain Winsor, and proceeded to Portland a few days later with a portion of the Mercer colony. The steamer was subsequently in the Mexican trade for a few months, but went back on the Northern route again in 1867, continuing there most of the time until 1869. Winsor was succeeded in command by Captains Dall, Bolles,



WILLIAM LAW

Thorn, Metzger, and others. William Law,²⁰ the well known engineer, came out with her, and John Farrell²¹ was one of the water-tenders. Capt. Chris Dall finally lost the vessel in the Gulf of California in 1870 (see wreck of *Continental*, 1870). The steamship *Oriflamme* was built in New York in 1864 for a Government gunboat, but by the time she was completed the war was so near its close that she was never put in commission, but instead was sold and entered the China trade, running for a year between Hongkong and Shanghai, coming to San Francisco early in 1866, where she was bought by Ben Holladay for the Northern route. She was a sidewheeler, with the regulation beam engine, fifty-six by one hundred and twenty inches. Her dimensions were: length, two hundred and forty feet; beam, thirty-three feet; depth, twenty-one feet; tonnage, about one thousand two hundred tons. She arrived at Portland on her first trip, June 24, 1866, in command of Capt. Francis Conner, and continued plying North almost uninterruptedly for the next ten years. Bolles, Thorn, Godfrey, Hewitt, Floyd, Winsor and others served as master at various times, while engineers Brawley,²² King,²³ Shepherd,²⁴ Griffin²⁵ and a host of others equally well known have handled her machinery. When Ben Holladay was in the zenith of his fame and



JOHN FARRELL

²⁰ William Law was born in New York City in 1838, and, after learning his trade, began running from New York to China. In 1866 he made his first voyage to San Francisco, coming out on the steamer *Continental* when she made her famous trip with the Mercer girls. He remained with the *Continental* for two years, and then ran on the steamer *Active* to Victoria for nearly a year, leaving her to go on the steamship *Oregonian*. He was next in the China mail service for several years, and on leaving that route was running coastwise from San Francisco as chief engineer on the steamer *Newbern* for six years, going from her to the steamer *Mexico*, where he remained the same length of time. For the past few years he has been chief engineer of the steamship *City of Topeka*.

²¹ John Farrell, engineer, was born in Ireland in 1842, and, after learning his trade, began running between New York and Aspinwall on the steamship *North Star* in 1863. He came to the Pacific Coast in 1866 as water-tender on the steamship *Continental*, and from her went to the *Del Norte*, remaining there until she was wrecked. After reaching San Francisco he worked on the *Montana*, *China* and *Alaska*, running most of the time in the China trade; and, when the latter vessel was wrecked in a typhoon in China, he returned to San Francisco and entered the employ of the Pacific Coast Steamship Company, remaining with them, except at brief intervals, for sixteen years, as second assistant, first assistant and chief. He has recently been engaged as chief engineer on the steamer *Coos Bay*.

²² Daniel Brawley, engineer, was born in Ireland, came to the Pacific Coast on the old steamship *Sea Bird*, and ran for nearly a quarter of a century in the Pacific Mail employ as chief of the steamships *Montana*, *Sacramento*, *Golden City*, *Sierra Nevada*, *Cortez*, and other well known vessels. He left the Pacific Mail Company to accept a position as chief engineer in the ferry service for the railroad company, and died in San Francisco about twelve years ago.

²³ Dennis W. King was born in New Jersey in 1848, and is a son of James King, one of the oldest engineers on the Coast. He served his apprenticeship at the Union Iron Works, San Francisco, and in 1867 joined the steamship *Colorado*, where he served for

power, he frequently used the *Oriflamme* as a private yacht, and men who were favored with the friendship of "good old Ben" in those days can still recall many occasions when the decks of the *Oriflamme* were damp with the champagne, which flowed freely as water, as did everything else when Holladay was entertaining. The *Oriflamme* passed out of existence several years ago, but it will be a long while before the jolly times on board during the Holladay régime will be forgotten by either the guests or those whose names were on the payroll.



BEN HOLLADAY

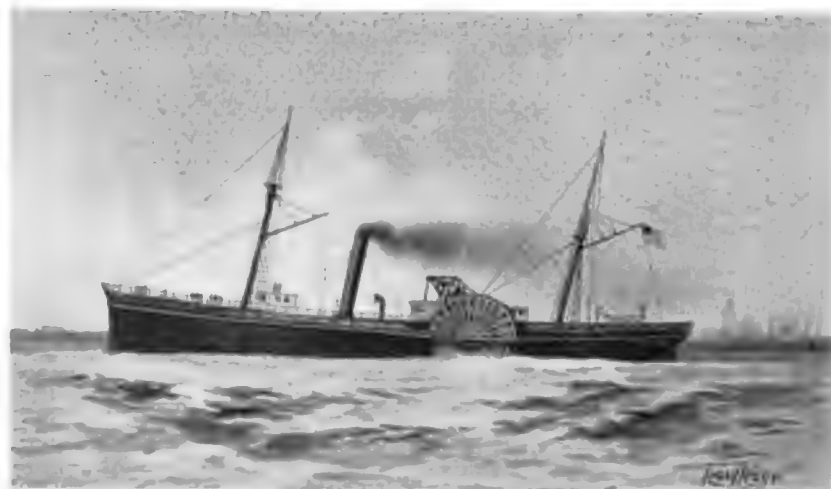
Eastern Chief, Captain Fraser, from Liverpool; *Onward*, Captain Tibbetts, in the Telegraph Company's service; *Camden*, Captain Mitchell; *Rainier*, Captain Hayden;²¹ *Mackey*, Captain Hughes, from Hilo; *Prince Menschikoff*, Captain Bensanann, from Sitka; the ships *Severn*, Captain Cragie, from London; *Southern Cross*, Captain McDonald; *Helois*, Captain Greenleaf; *Czarowitz*, Captain Alexandroff; *Mohawk*, Captain Davis, from

two years as water-tender and oiler. He was next on the *Golden Age* and *Constitution*, and for a short time ran as second assistant on the steamer *Orizaba*, going from her to the *Pelican* as first assistant for two years. He was also first assistant on the *Pacific*, and ran as first and second assistant in the Holladay line for three years, and was subsequently employed on the *Empire* for a short time, and in 1873 began working on the Central Pacific ferries, remaining there for six years, and leaving to take a position ashore with the California Street Railway Company. In 1880 he went back to the Pacific Mail service as chief engineer of the tug *Millen Griffith* for thirteen years, leaving her in 1893.

²¹ Alfred Shepherd, engineer, was born in Ireland in 1831, and came to the Pacific Coast in 1851 on the steamer *Bolivia*, and on arrival was transferred to the *Ecuador* and ran for a year between San Francisco and South American ports. He was next on the steamers *New Orleans* and *Winfield Scott*, remaining with the latter vessel until she was wrecked, and then joining the steamships *Columbia* and *Fremont* running north. After leaving the Portland route he ran to Panama for several months on the steamers *San Luis*, *Santa Cruz* and *Golden Age*, retiring from the latter steamer on account of ill health after two years' service. While on shore he assisted in placing the machinery in the *Comanche*, then building, and took charge of her until the Government engineers came out from the East to receive her. He then returned to the Portland route and ran North for four years on the *Oriflamme*, changing from her to the steamers *Ajax*, *John L. Stephens*, *California* and *Idaho* in the same employ, being with Holladay's steamers for eleven years, and when Holladay sold out going to the *Active*, running to Victoria for six months. Other steamships on which Engineer Shepherd has served are the *Gussie Telfair* between San Francisco and San Luis Obispo, the *Moses Taylor* to Honolulu and Portland, the *Pacific*, *Arcata*, *Los Angeles*, *Ancon* and *Empire* in the northern trade, the *Orizaba* to San Diego, and the *Queen* on the same route. He also served for a short time on the steamer *Constantine*, leaving her to work in the shops of the Pacific Coast Steamship Company. About 1887 he joined the steamer *Eureka* and has remained with her since.

²² John W. Griffin was born in Ireland in 1841, and served his apprenticeship as an engineer at Whitehaven, England, his first experience at sea being on the steamship *Queen of Whitehaven*, where he ran as second engineer. He was afterward on various other steamships, and ran to South America for about six years, spending three years of that time in the Peruvian Navy. In 1866 he came to the Pacific Coast and joined the steamship *Oriflamme* as second assistant with chief John Fay, but soon left her and remained ashore for two years, subsequently entering the employ of the Pacific Mail Steamship Company, running to China and Panama for four years. He afterward worked on the steamers of Goodall & Perkins' line, except at brief intervals, until 1890, when he was chief of the steamer *Wilmington* for eighteen months.

²³ Capt. William O. Hayden was born in Maine in 1840, and served for six years on the Atlantic Coast before coming West. On his arrival he was for a short time on the bark *Vernon* from San Francisco to Port Gamble, but in 1863 went back to Maine and built the bark *Rainier*. She was launched in June, 1865, and Captain Hayden took her to New York, where she was loaded, and



STEAMSHIP "ORIFLAMME"

Gravesend; *Royal Tar*, Captain Mark, from London; and the Hudson's Bay ship *Prince of Wales*, from London. The *Fremont*, which in early days was a well known steamship on the Northern route, reappeared at Seabeck in August as a barkentine, and in that rig continued in the lumber trade many years. Adams, Blinn & Co. were her new owners. The schooner *Alaska* was completed at Port Townsend in 1866 and made her first trip to Portland in December. She was a well built vessel of 140 tons register, constructed and operated by the Calhouns of Port Townsend. Capt. Rufus Calhoun³⁵ had command for a few years and made several trips with her to the Sandwich Islands. A couple of scow schooners, which were used mostly in river navigation, were set afloat on the Columbia. One of these, the *Black Republican*, was put together at Rainier by Capt. B. Grounds, who had sailed the *Wave* and *Calapooia* on the river twenty years before. She was one hundred and twenty-six feet long and twenty-four feet beam, and though of light draft could carry a large cargo. The other, the *Ida Ann*, was launched on Lewis River by Capt. Thomas Vance of Vancouver, and was something over eighty feet in length, with a capacity of about forty tons. There was a marked difference in the number of marine casualties as compared with the preceding fatal year, and about the only serious disaster was that which overtook the pioneer steamship *Labouchere* near San Francisco. The accident happened during a very heavy fog, and, after backing off the reef, she steamed in the open sea until the next morning. The water was kept from gaining until 5:00 A. M., when the vessel filled rapidly from a new leak. At 5:30 there were two feet of water in the engine-room, and a few minutes later all hands were called on deck, as there was no chance of saving the vessel. The boats were lowered, and Captain Mouatt was compelled to fire on a hasty passenger who insisted on preceding the ladies. Eight boats were loaded and started for shore, but one of them upset before getting away from the ship, drowning the colored cook and a miner named Marshall. The steward, Scott, who is still living at Victoria, and two others, were rescued. The captain and twenty-three others remained on the wreck, but were taken off by an Italian fishing smack just before the upper deck cabin floated away. At 8:15 A. M., shortly after all had left the ship, she gave a roll or two sidewise, then pitched forward and went down bow first. The passengers were landed at Mr. Flood's ranch near by and were taken to San Francisco. The crew of the steamer on her last trip were: Mouatt, master; Chambers, chief officer; Smith, second officer; Elliott,³⁶ first engineer; David Stephens,³⁷ second engineer; David Ross, third engineer; Henry Quinn, William Wood and Joseph Spillett, seamen; David Petrie, carpenter; J. H. Scott,³⁸ steward; James H. Allen, first cook; Upshur,



CAPT. WILLIAM O. HAYDEN

then sailed for San Francisco. After making two trips North with the bark, he returned to New York in 1867 to bring the tug *Sol. Thomas* around. He then took the bark *Buena Vista* to the Sound, leaving her at Port Gamble to again command the bark *Rainier*, where he remained a year or two. He left the *Rainier* to take the historic steamer *Goliath* from San Francisco to the Sound and spent the next year on her, introducing her to the waters which were to be her future home. He then rejoined the *Rainier*, making two trips to South America and one to San Francisco, where he left her to take the ship *Arkwright*. After two voyages with her in the British Columbia coal trade, and one from Nanaimo to Acapulco in the same traffic, he left her at Victoria, where he was laid up fourteen months with Mexican fever. After his recovery he went to San Francisco and took charge of the ship *Eldorado*, running between Seattle and that city for three years. She was lost on the third trip after he left her. His next vessel was the ship *Two Brothers*, on the same route. It was while on this vessel that he made a fifteen months' trip around the world, spending nine years on her altogether. While Hayden was captain of the *Two Brothers*, her cabins were robbed of all their valuables, including his private papers. For three years after leaving her he ran on the ship *Palestine* between San Francisco and Tacoma, subsequently leaving the ocean to run on Sound steamers. Since then he has commanded the *Skagit Chief*, *Henry Bailey*, *State of Washington*, *North Pacific*, and *Sehome*, and at various times has served as pilot on the *City of Seattle*. In 1893 he chartered the steamer *Signal*, and operated her for a short time. Captain Hayden followed the sea for nearly thirty years on this coast, and during that period was in the employ of two companies only, Pope & Talbot and Samuel Blair, both of San Francisco. He took a prominent part in starting the town of Everett, having been Justice of the Peace during the first two years of its existence. Captain Hayden's home is in Tacoma, where he was in the marine insurance and general brokerage business for two or three years, making occasional trips on the steamers.

³⁵ Capt. Rufus Calhoun was born in New Brunswick in 1828, and spent twenty years on the water before he built the *Alaska*, his first venture in the Northwest. He remained in command of the schooner for two years and then sold her to San Francisco parties, who operated her in the trade for which she was constructed, running to the Sandwich Islands. After selling the *Alaska* he was interested in several other sailing vessels on the Sound, and for a short time ran the tug *S. L. Mastick*. His last marine venture was the purchase of the British bark *Archer*, abandoned off the coast of Vancouver Island. The bark was towed into Esquimalt and sold at auction. Captain Calhoun secured her and took her to Port Blakely, where he spent nearly \$20,000 refitting her and getting her in shape to fly the American flag. She was completed early in 1895 and is now in the coasting trade. Captain Calhoun is still a resident of Port Townsend.

³⁶ W. A. Elliott came out on the *Labouchere* in 1859 as second engineer, but took charge of her engines soon after her arrival. He remained with her until she was lost, and was then transferred to the steamer *Otter*, where he was engineer for a period of twelve years, leaving her to go on the *Princess Louise*, in which vessel he served five years. During his career he was employed on all of the steamers belonging to the Hudson's Bay Company, and retired from their service a few years ago, after an uninterrupted term of over twenty-six years as engineer on the company's steamers.

³⁷ David Stephens, engineer, is a native of Scotland, where he was born in 1841. Mr. Stephens began his marine career on the *Labouchere* in 1862, and was running on that steamer as third engineer at the time of her wreck in 1866, at which time three lives were lost. He is still engaged in the business, and is at present on the steamer *Princess Louise*.

³⁸ John H. Scott, who was steward on the *Labouchere* at the time of her wreck, is well known all over the Northwest. He was born in New York in 1832, and came to the Pacific Coast in 1855, entering the service of the Hudson's Bay Company soon after his arrival, and running on nearly all of their steamers. During the San Juan trouble he was with Capt. Tom Wright on the *Diana*. He is at present steward on the steamer *Joan*, and is about the only one of the steamboatmen running out of Victoria in 1858 who are still in the service.

second cook; Thomas Cameron, fireman. She had as cabin passengers, R. H. Adams, R. H. J. Adams, W. A. Allen, Catherine Carroll, J. J. Evans, Mrs. Evans, R. B. Dewlin, R. Gilbride, Mrs. Gilbride, John James, J. James, E. Dickenson, J. G. Harth, C. J. Johnson, J. P. Lockie, M. Glidden, J. G. Marshall, F. Sylvester, Wilcox, Mrs. Pidwell, Mrs. J. Martin and children, D. A. Edgar, and about sixty in the steerage.

The Hawaiian bark *Mauna Kea*, Captain Robinson,⁹ from Port Gamble for Honolulu, was wrecked, November 30th, near Quatsino Sound. When two hundred miles off the Columbia River, November 15th, the bark was thrown on her beam ends, and her deck load was swept overboard. The main and mizzen masts were cut away, and the vessel righted, but was so badly water-logged that she drifted helplessly for fifteen days, the crew suffering terribly from exposure and hunger. The bark at last neared land and on the twenty-fifth struck near Koskeemo on the west coast of Vancouver Island, and broke up in a very short time, Brooks, second mate, and Johnson, seaman, losing their lives and the rest of the crew reaching shore, where they were seized by the Indians, who hoped to secure a ransom for Captain Robinson, and held in bondage for several weeks. Two of the men at last made their way to Fort Rupert and were taken from there to Victoria by the schooner *Gazelle*, Captain Nannovich. When they told of the captivity of their comrades, the British steamship *Sparrow Hawk* was sent to the rescue and



CAPT. DAVID ROBINSON

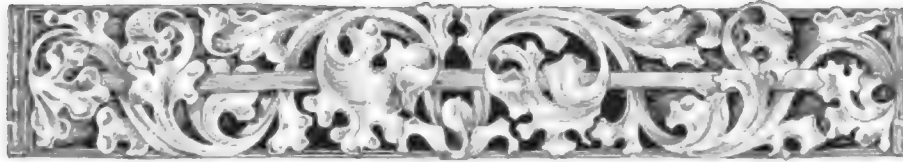
brought down the remainder of the crew. The *Mauna Kea* was formerly the American bark *Marie*, which had arrived in Victoria in 1864 with a cargo of Chinese passengers, and was libeled, to escape the consequences of which the Captain slipped anchor and sailed over to Port Townsend, where the vessel was subsequently sold and placed under the Hawaiian flag. The American bark *Mustang*, Captain Tobey, from San Francisco for Victoria, with one hundred and seventy tons of general merchandise, was wrecked, January 21st, on the west coast of Vancouver Island. She sailed from San Francisco, January 14th, and on the twenty-first, during a dense fog, struck a reef near Schooner Cove with such force as to lose the keel and leave her resting on the sand within. The crew all reached shore in safety and at low tide could walk almost to the bark with dry feet. They remained in the vicinity of the wreck for eight days, and then went to Neah Bay. The *Mustang* was a New York vessel of three hundred and thirty-two tons register, and was insured for \$15,000. Her cargo, valued at \$6,000 and owned mostly by Victoria Chinamen, was uninsured. The bark *Ella Francis*, Captain Hull, from Port Orchard for San Francisco, was abandoned, February 5th, eighty miles southwest of Cape Classet. The bark sailed from Port Orchard, January 4th, with two hundred thousand feet of lumber and ninety piles for A. P. Glidden, and met with a succession of southerly gales until January 16th, when, in latitude 43° and longitude 125°, she met with an unusually severe hurricane.

While scudding before it under bare poles she sprung a leak, which continued to gain on them until February 5th, when, with six feet of water in the hold and the crew exhausted after twelve days at the pumps, they were forced to abandon her and were picked up by the British ship *Egeria*, Captain Evans, off the Farallones, February 15th, and transferred to the pilot-boat *Fanny*, which took them to San Francisco the next day.

Among deaths of marine men in 1866 is recorded that of Capt. William Dall, who brought the steamship *Columbia* to Portland on her first trip. Captain Dall died in New York City, May 22d. At Victoria, Alexander R. Borthwick, a well known engineer, passed away November 11th, aged thirty-six years, and at Esquimalt, April 21st, John Dearden, chief engineer of H. B. M. steamship *Sparrow Hawk*, aged thirty-four years.

⁹Capt. David Robinson, of Port Gamble, was one of the arrivals in 1866, coming on the ship *Torrent*. He is a native of Maine, born in Belfast in 1837. He went with the *Torrent* to China as second mate, and on her return joined the bark *Oakhill* as mate, and was next master of the barkentine *Constitution*, then on the bark *Nathaniel S. Perkins*, and, after leaving her, took command of the Hawaiian bark *Mauna Kea*, remaining with her until she was wrecked on Vancouver Island, at which time he was held as a hostage by the Indians. After getting back to civilization two months later, he assumed charge of the bark *Kurlshoff*, remaining with her one year, when he went on the old bark *Camden*, which he commanded for thirteen years. He then took the bark *Arkwright*, running her for fourteen months, and subsequently commanded the barkentine *Klickitat* and *Kitsap*, running the latter vessel for four years, until she was lost in 1886, and is at present on the barkentine *Stagit* (see wreck of *Kitsap*).





CHAPTER VIII.

EFFECT OF ALASKA PURCHASE ON MARINE BUSINESS—THE STEAMSHIP "POLITKOFKY"—COMBINATION OF STEAMSHIP INTERESTS—THE "IDAHO" AND "CALIFORNIA"—COWLITZ STEAM NAVIGATION COMPANY—THE "NEW WORLD" ON PUGET SOUND—GRAY'S HARBOR STEAMERS "CHEHALIS" AND "CARRIE DAVIS"—WRECK OF THE "W. B. SCRANTON"—THE WILLAMETTE FALLS CANAL AND LOCKS COMPANY—STEAMERS "SUCCESS" AND "ALBANY"—THE "U. S. GRANT" ON THE ILWACO ROUTE—NEW STEAMERS ON PUGET SOUND—BOILER EXPLOSION ON THE "RESOLUTE"—STEAMER "KAMLOOPS"—COASTING FLEET OF 1868—COLUMBIA RIVER'S FIRST GRAIN VESSEL—BARRATRY CASE OF THE SCHOONER "BAILEY"—CAPT. J. D. WARREN'S BATTLE WITH NORTHERN INDIANS—WRECK OF THE UNITED STATES STEAMSHIP "SUWANNEE" AND OTHER VESSELS—OREGON STEAM NAVIGATION COMPANY ENTERS THE FIELD ON PUGET SOUND—STEAMERS "OLYMPIA" AND "ALIDA"—THE "GUSSIE TELFAIR"—THRILLING END OF THE GUNBOAT "FORWARD"—TUG "ASTORIA"—NORTH PACIFIC TRANSPORTATION COMPANY—MERCER'S NEW YORK LINE OF SAILING VESSELS—THE "JOHN BRIGHT" WRECKED AND CREW MURDERED—THE DERELICT "MARIA J. SMITH."



RUSSIA'S transfer of Alaska to the United States in 1867 enlarged the field of marine operations in the North Pacific, and, while it was several years before the value of the newly acquired territory became apparent, the resulting business was of considerable magnitude from the start. The transfer was made October 18th by the representatives of the two great nations, amidst as much splendor as was possible in that faraway land. Captain Peterschoff acted for the Russian Government and General Rousseau for the United States, and at 3:30 P. M. the Russian flag was lowered, never to be officially raised again on Alaskan territory. Quite a fleet of Government vessels assembled at Sitka, among them the new ship *Mohican*, then on her first visit to these waters, which she is still traversing after a lapse of thirty years. The *Mohican*, one of the best known Government vessels that ever appeared in the Northwest, arrived in San Francisco in July, 1867, having sailed from Boston in September, 1866. Her first officers on this

coast were: Edward Simpson, commander; G. W. Hayward, lieutenant commander; J. Ross, acting master; H. Mason, chief engineer; S. Gragg, first assistant; J. C. Lewis, second assistant; G. Lewis, third assistant. Other United States vessels at Sitka when the transfer was made were the *Ossipee* and *Resaca*, beside several representatives of the merchant marine. As this acquisition has proved the most profitable of any made by the United States Government in recent years, a brief digression is made to explain Russia's ownership and reasons for selling so valuable a possession.

In the early part of the eighteenth century, Vitus Bering, at that time one of the most famous navigators in the world, was commissioned by Peter the Great to ascertain whether the continents of Asia and America were one or were divided by water. Bering built his vessel at Kamchatka and spent several years cruising along the coast, in the course of which he discovered Bering Straits and Sea, and sailed into the Arctic far above Point Barrow. On his



SITKA, ALASKA, SHOWING BARANOFF CASTLE

return to Kamchatka he learned that Peter the Great was dead, but his successor was desirous of continuing the exploration as originally planned; so he again set sail, taking an easterly course which led him past the Aleutian Islands and the Alaska peninsula, neither of which were sighted because his vessel was too far off shore. The first land that met his gaze was a very high mountain, which he christened in honor of St. Elias of the old Greek Church, having first sighted the snow-capped landmark on that saint's festival. After making a brief examination of the newly discovered territory, Bering started west again and on the way discovered the Aleutian Islands, which he had missed on his outward voyage, and in cruising among them was shipwrecked, losing his life. His explorations had given Russia a very clear title to the region, and in due season a post



STEAMER "POLITKOFSKY"
Built at Sitka in 1866

was established at Sitka, and for many years the mining, fur and fishing industries paid tribute to the Czar. When the Hudson's Bay Company was in the height of its glory in the Northwest, it succeeded in effecting a lease of the trading and hunting privileges in southern Alaska at an annual rental of \$10,000 per year, the agreement remaining in force until it was purchased by the United States. At the time of the Crimean War, Russia became much alarmed lest England should seize Alaska, and, with a view of averting this appropriation, the Russian Minister at Washington offered the territory to the United States for the sum of \$5,000,000. James K. Polk was President at the time, and, as Texas had just been annexed, he refused to consider the proposition to increase our possessions. The question was renewed during the Civil War, but, as Russia no longer feared England, the price was advanced to \$7,000,000, with an additional \$200,000 as a recompense to the Hudson's Bay Company for its buildings at Sitka and other points in Alaska. The vigorous opposition to the consummation of the purchase by American newspapers prevented the closing of the bargain until 1867, and fully a decade elapsed before its importance was fully realized. A famous specimen of Russian marine architecture which is still in existence came under the American flag with the transfer. She was and is still handicapped with the name *Politkofsky*, and was built at Sitka in 1866 of hewn Alaskan cedar. She was fitted with a very expensive copper boiler and steeple compound engines, manufactured in Baltimore. This vessel subsequently passed into the hands of the Alaska Commercial Company, Captain Niebaum,¹ a former officer of the steamer, being one of the officials of the corporation which purchased her. She steamed down to Victoria in charge of Capt. William Kohl, and in announcing her appearance the *Victoria Colonist* of April 22, 1868, says:

"Sitka may well be proud of her marine architecture. The steamer *Politkofsky* is one of the most magnificent specimens of home-made marine architecture we have yet beheld. She looks as if she had been thrown together after dark by an Indian ship carpenter, with stone tools. Her engines are good and were formerly in a Russian fur company's steamer, which was wrecked near Sitka some years ago. Her boiler is of copper and is alone worth the price Captain Kohl paid for the whole concern. We hear she is to be rebuilt; she needs it. To be appreciated she must be seen."

Captain Kohl removed the boiler on arrival at San Francisco and sold it for more than the purchase price of the entire craft. After a few changes had been made, the steamer was disposed of to Meiggs, the sawmill man, who sent her back to the Sound, and in command of Captain Guindon she went to work as a towboat nearly twenty-five years ago. Steamers were not plentiful on the Sound in those days, and, when the *Eliza Anderson* occasionally laid up for repairs, the *Polly*, as she was called, was pressed into service to carry the mail. In 1879 she was bought by Dexter Horton & Co. of Seattle for \$5,900, and afterward passed into the hands of the Port Blakely Mill Company, her present owners. Guindon was succeeded as master by Captains Wilson, the two Libbys, Selby, Williamson, Clements, Smith, Thomas Kilton,*



CAPT. WILLIAM KOHL.

¹Capt. Gustave Niebaum, a prominent figure in the marine business transferred to this country with the purchase of Alaska, was born in Finland in 1842, and began sailing out of Cronstadt on a brig when a boy. He came to Sitka in 1858 on the bark *Sophie Adelaide*, then used as a supply ship for the Russian-American Company, and remained in their service until Alaska became the property of the United States, and while there held the positions of mate and master on several vessels belonging to the company, among them the brigs *Constantine* and *Shelikoff*, and the ships *Czarowitz* and *Kamchatka*. When the territory was sold, in conjunction with others he bought the brig *Constantine*, and going to San Francisco commenced business under the firm name of Hutchinson, Kohl & Co., afterward incorporating as the Alaska Commercial Company, of which Captain Niebaum became vice-president, and for the past twenty-five years has had charge of all their shipping interests.

*Capt. Thomas Kilton was born in Maine in 1845, and began following the sea when a boy on the Atlantic Coast. He commenced steamboating in the Northwest at Seattle, in 1869, on the steamer *Celilo*, and afterward ran on the steamers *Politkofsky*,

and others. Philip Van Tassell⁷ was one of her first engineers after she went to the Sound, and was followed by Gordon F. Grant,⁸ Frank Sargent, Martin Paup, Williamson,^{*} the Spieseke, and others. At present the steamer is run by Capt. Frank Smith and Engineer O. Spieseke, Jr. The *Polly* has been a bonanza for the marine reporters on the Coast, and for years has furnished a great number and variety of news items. The latest effusion in her honor appeared a few months ago in a Tacoma paper and is reproduced:

"The Port Blakely Mill Company is the proud owner of a Russian gunboat, which thrashes its way through the salt waters of Puget Sound under the name of *Politkofsky*. It is a clumsy, snub-nosed old sidewheeler, and does not cut much of a figure in statistics devoted to tonnage, shipping, etc. As a matter of fact, if the *Politkofsky* should strike a snag and go to the bottom some day, ninety-nine persons out of one hundred would ask, 'What the deuce is the *Politkofsky*?' The boat now serves as a tug, but there was a time when it was put to other and more warlike uses. When you look at the boat as it goes wheezing and floundering along with a raft of logs in tow, you would be willing to take an oath that a strong man with a sharp ax could make kindling wood out of it in short order. Long ago, though, if you could have seen the *Politkofsky*, you would have thought differently. Thirty years back she was in the service of the Czar of Russia, and carried an armament of four guns. Pierce-looking men in long coats paraded the deck, and at least once a day, before caviar sandwiches and tongue-biting vodka were passed around, the Greek priest prayed for the great Czar, and the crew never once dreamed that the day would come when their gallant little sidewheeler would be used in towing logs for an American sawmill, and carrying prunes, dried apples, flour, beans, pork and other necessities of life to loggers, who probably do not know the White Czar and have no reverence for the great Russian empire. The *Politkofsky* passed into the hands of the United States when Alaska was purchased, and later, when stripped of its armament, it became the property of the Port Blakely Mill Company. It isn't much of a gunboat now, you'll admit, but it is doing civilization a better service in towing logs than by destroying commerce and killing men."

The steamship war which raged so furiously through 1866 came to a sudden end early in 1867, and the California Steam Navigation Company, the California, Oregon & Mexico Steamship Company, and the



CAPT. THOMAS KILTON

Anchor Line, controlling together ten sidewheel steamships and six propellers, joined forces, the combination afterward becoming the North Pacific Transportation Company, operating the steamships *Active*, *John L. Stephens*, *Moses Taylor*, *Oriflamme*, *Orizaba*, *Pacific*, *Panama*, *Senator*, *Sierra Nevada*, *Ajax*, *California*, *Continental*, *Gussie Telfair*, *Idaho*, *Montana* and *Pelican*. The *Del Norte* was also on the list until lost in 1868. The immediate cause of the consolidation was the arrival of the new steamship *Idaho*, which reinforced Patton's Anchor Line, so that, with the two new vessels, he was in a fair way to secure the bulk of the business, even though rates were cut to a very low figure. The *Idaho* made one trip to Portland in Patton's service, arriving March 9th, but when she returned to San Francisco was transferred to Holladay and his associates, who continued her on the route, and the *Montana* was temporarily withdrawn. The *Oriflamme* and the little *California* were running to Alaska and Victoria the greater part of the year, and the *John L. Stephens* also made two voyages to Alaska. Before the compromise was effected, the California Steam Navigation Company had been operating the new propeller *Ajax* in the northern trade. She was a recent arrival from the East, and had made two visits to Honolulu in the



JAMES T. WILLIAMSON

Despatch, *Eliza Anderson*, *Rip Van Winkle*, *Boydton* and others. He was in command of the *Celilo* in 1880, when he was employed to remove some piles driven on land claimed by Mr. Bailey; while so doing, under the direction of Attorney McNaught, he was fired on, but fortunately escaped without serious injury. He was afterward arrested by Sheriff McGraw, but the case never came to trial. Captain Kilton was master of the steamer *Eliza Anderson* when she was seized by Collector Beecher in 1889. He is at present living in Ballard, Wash.

⁷ Philip Van Tassell, engineer, was born in New York in 1841, and came to San Francisco in 1853 on the steamship *America*. He ran for three years between San Francisco and Panama on the steamer *Moses Taylor*, and, when the Western Union Telegraph Company operated the *George S. Wright* in connection with their Siberian telegraph scheme, Mr. Van Tassell went with her as chief engineer, remaining in that service eighteen months, and on his return joined the steamship *Oregonian*, sailing between San Francisco and Panama. A year later he went to Puget Sound and began running as engineer on the steamer *Politkofsky*, retaining this position for several years, and subsequently joining the steamer *North Pacific*. On the latter and in the service of the Oregon Railway & Navigation Company he continued for twelve years, and when they retired from Puget Sound entered the employ of the Pacific Navigation Company, with whom he is still engaged.

⁸ Gordon F. Grant, engineer, of Victoria, B. C., was born in Nova Scotia in 1843. He served his apprenticeship at Halifax as third engineer of the steamer *Chase*. He then went to the Pacific Coast and worked for a time in the shops at Port Gamble, occasionally running the steamer *Ruby*. From there he went to Port Madison and ran the steamer *Politkofsky* for three or four months while Van Tassell was in the East, and during that time overhauled her completely. After working for a year in the Hanson-Atkinson Mill in Tacoma, he went to Victoria in 1873, fitted up the old Victoria dredge and operated it until 1876. He was afterward on the *Grappler* and *Western Slope* until 1880, when he went on the *Sir James Douglas*. In 1891 he was sent to Scotland to bring the steamer *Quadra* to the Pacific Coast, and has been with her ever since her arrival.

^{*} James T. Williamson of Port Gamble was born in Maine in 1831, and, on his arrival on the Sound in 1865, commenced steamboating on the old tug *Cyrus Walker*. In 1868 he took out the first engineers' license issued on Puget Sound, and for ten years continued running on the *Cyrus Walker*, going from her to the *Goliath*, where he remained four years. He was subsequently employed on the steamer *Favorite*, but after a few months there retired from the water until 1891, when he joined the tug *Yakima*, and is still serving as chief engineer.

service of the company, being subsequently sent north as a counter attraction to the *Montana*. There was no change in the personnel of the masters on the ocean steamships in 1867, and among them Captains Chris Dall, J. R. Kelly, Metzger, Bolles, Winsor, Thorn, Scholl, Conner and Godfrey were the best known. Messrs. Woods, Winning, Mannie,⁴ Hawley, Odel⁵ and others, who afterward became well known engineers, were serving in different capacities on these steamers.

The steamship *Idaho* was built at Bath, Me., in 1866, by Jarvis Patton, who sent the steamer *Montana* to the Coast the preceding year. She was an exceedingly well built vessel, oak, yellow pine and hackmatack entering into her construction, and is said to have cost \$250,000. She went directly to the Pacific Coast, and commenced running north in March, 1867, continuing in the trade between San Francisco and all ports of importance as far as Alaska for over twenty years, with the exception of a short period in the Honolulu trade, where she was handled by Captain Floyd and Engineer Hawley.* In 1875 she was transferred, with the rest of the Holladay fleet, to Goodall, Nelson & Co., and remained in their service and that of their successors until 1888, when she was chartered by the Oregon Railway & Navigation Company, who lost her the following year on Race Rocks, near Victoria. When Cornwall put the *Great Republic* on the northern route as an opposition steamer, the *Idaho* was started out as a "chaser," sailing a few days later than her competitor



ISAAC ODEL

and carrying passengers at \$15.00 and \$7.50, while the steamer that sailed with the *Republic* was obliged to accept whatever rate the latter made. In 1883 the *Idaho* took the place of the *Eureka*, running to Alaska in command of Capt. James Carroll, and it is owing to this that she is probably better known than through any other service, as she was for many years almost the only means of communication with that remote section. She has been seized several times by the Government during her career on charges of smuggling, but has always succeeded in getting clear. Captains Carroll, Hunter and Wallace were the last officers in command before the Union Pacific chartered the steamer, and Captain Angerstein was in charge when she made her final trip (see wreck of *Idaho*, 1889). The steamer was two hundred and fifteen feet long, thirty-one feet beam, twenty-one feet hold, with engines twenty-one and forty by thirty-four inches. She registered about eight hundred tons.

The *Ajax* was one of the best propellers that had yet appeared on the Portland route. She was built in New York in 1864 for the Government service, and for this reason was put together with unusually heavy timbers, and with all of her machinery below the water line. She performed excellent work on the Eastern coast for a short time, carrying troops to their homes at the close of the war, and soon afterward started for the Pacific in command of Captain Godfrey, with Sampson, chief engineer, and Greer, first assistant. Capt. Chris Dall took her to Portland on her first trip in June, 1867, but he was soon succeeded by Capt. Fred Bolles, who handled her for several years, Capt. James Carroll having been mate



PHILIP VAN TASSELL

⁴E. N. Mannie was born in New York in 1837, began running out of that city in 1854, and a year later came to the Pacific Coast, where he served as oiler on the steamer *Sonora*, retaining this position a year, and then joining the steamer *Columbia*. In 1858 he was on the southern routes, but, when Captain Carroll took the *Little California* in the northern trade, Mannie became chief engineer. He subsequently worked for three years as chief engineer on the tugs *Columbia* and *Astoria*, and during his career on the Coast spent fifteen years on the Panama route in the capacity of third, second and first assistant and chief engineer. He is at present living in San Francisco.

⁵Isaac Odel, engineer, was born in Maine in 1843, came to the Pacific Coast in 1867, and served for a year and a half on the steamship *Continental*, leaving her for the *Moses Taylor* running to San Juan. After making a few trips on the southern route, he went into the northern service on the steamers *Ajax* and *Oriflamme*, with which he remained for a year, making a few trips on the *Montana* during this time. He retired from deep water after this service, and subsequently followed his profession on the Sacramento River for eight years, during which he was engaged on the steamers *S. M. Whipple*, *Mary Garratt*, *Centennial*, *Alice Garratt*, *Onward*, *Pride of the River*, *Constance*, *Sonoma*, *Reform*, *Yosemite* and *Amelia*, the two latter afterward becoming well known in British Columbia waters. Mr. Odel has also been employed on the steamship *Newbern* running to Mexico, and on the *St. Paul* running to Alaska. Before going on the Sacramento River he was on the *General McPherson* for a short time, a Government boat running between Alcatraz Island in San Francisco Bay and the mainland. In later years he has been in the San Francisco ferry service on the steamers *Flora Temple*, *Alameda*, *El Capitan*, *Oakland*, *Newark*, *Bay City*, *Transit* and *Thoroughfare*. At different times he has been connected with more than a score of other well known steamers, and has recently served on the steamer *Grace Barton*.

*G. C. Hawley was born in Scotland in 1828, and, after learning his trade, came to the Pacific Coast in 1858. He joined the steamer *Golden Age* soon after his arrival, but left her and spent three years in Mexico. In the spring of 1862 he went to Victoria, first trying his luck in the Cariboo mines, but, not meeting with success, returned to his vocation as second engineer on the steamship *Labouchere*. He soon left this steamer and went East, returning in 1865 on the steamship *Colorado*. Soon after his arrival he joined the *Idaho*, on which he ran to Honolulu. He was subsequently on the steamer *Salinas* as chief for over three years, and afterward in Goodall, Perkins & Co's employ for five years. When Frank Barnard owned the *Wilmington*, Hawley was on her as assistant several times and served as chief engineer of the vessel for about a year. He is at present living in San Francisco and makes occasional trips on the different steamships running out of the Bay City.

with him during this time. Other masters of the steamer were Metzger, Carroll, Floyd, Mackie and Johnson, Mackie taking charge when Bolles went East to bring out the *City of Chester*. The *Ajax* was two hundred and thirty-five feet long, thirty-five feet beam, and twenty-five feet hold; tonnage, one thousand three hundred and fifty-four. She was lost in September, 1890, on Blunt's Reef.

The steamship *John L. Stephens* was built in New York in 1852 by Smith and Diamond. She was a sidewheeler, with three decks and the old-fashioned beam engine, and when she first appeared was brigantine rigged. She was regarded as immense in the early days of her career on the northern route. Her dimensions were: length, two hundred and seventy-five feet; beam, forty-one feet; depth of hold, twenty-four feet; tonnage, one thousand eight hundred and thirty-six. Capt. Chris Dall ran her in 1867, and was succeeded by Metzger, Johnson, Bolles, Conner, Mackie, and others. In 1878 the steamer was sold in San Francisco to Sisson, Wallace & Co., to go to Alaska, where she was used as a floating cannery, and on her return was so old and tender that she was retired from service and broken up the following year.

The steamship *California*, known during the early days of her career on the Coast as the *Little California*, and afterward as the *Eureka*, was built at Mystic, Conn., and, after coming round from the East, made her first voyage North in 1866, arriving at Portland in August, in command of Captain Godfrey. The following year she relieved the steamer *Gussie Telfair* on the Portland and Victoria route, making her initial trip in January with Captain Lyons in charge. She remained in this service several years, except at intervals when she ran to Alaska. After Ben Holladay met his Waterloo, and lost his steamship line, he contrived to retain possession of the *California*, and she continued in his service until 1876, when young Ben Holladay disposed of her to P. B. Cornwall, who had the Alaska mail contract, and operated her on that route, connecting at Portland with the steamship *Great Republic* after the opposition started. When the Northern Pacific Railroad was completed between Kalama and Tacoma, the travel by ocean was so light that the steamer paid but small profits, and she eventually made the Sound the southern terminus of her Alaska run. With the end of the Cornwall competition, she was withdrawn for a short time, but reappeared on the Alaska route in 1881 in command of Capt. James Carroll, who ran her until 1883, when he was succeeded by Hunter. In charge of the latter, in April, 1883, while coming through the rapids at Peril Straits at a sixteen-mile gait, she struck on the ledge known as Wyanda Rock, listed over to starboard and slipped off into deep water. Captain Hunter headed her for shore, and, aided by the current, the steamer was driven for all she was worth, grounding just as the engineers and firemen were forced from their posts. Every one landed safely, and, on the arrival of the news at Victoria, a steamer was dispatched with wrecking gear, with which she was raised and towed to Victoria, arriving in June. She ran but little in the Northwest after this accident, but reappeared at Seattle in 1891, taking the place of the *Al-ki* for a few trips, and subsequently sought business south of San Francisco. In addition to the captains above mentioned, the following were in charge while she was on the Northern coast: John Hayes, Charles Thorn, N. L. Rogers, H. M. Gregory,⁶ Bolles, Winsor, and Denny. The *California* was built throughout of oak and chestnut and was schooner rigged. Her dimensions were: length, one hundred and sixty-eight feet; beam, twenty feet; depth, fifteen feet; engines, twenty-six by thirty inches.

White-winged peace hovered over the steamboat interests of the Columbia and Willamette River during 1867, and rate-cutting was not indulged in. The People's Transportation Company, having swallowed up its late antagonist, the Willamette Steamboat Company, was operating the steamers *Active* and *Senator* between Portland and Oregon City, the *Reliance*, *Alert* and *Fanny Patton* between the Falls and Corvallis, the *Enterprise* to Eugene, and the *Union* to Yamhill. The Oregon Steam Navigation Company made a good trade with Hale, Crosby & Winsor of Puget Sound, securing the steamer *Josie McNear* and a bonus of \$40,000 in exchange for the *New World*, which had always been expensive to operate. The *Josie McNear* was put on the Astoria route, and ran as a mail boat in place of the *John H. Couch* until relieved by the *Okanogan*, the latter steamer coming over the Cascades in February in charge of Capt. Thomas Stump. The *Rainier*, a small sternwheeler, was built at Rainier by John Holland for the Cowlitz Steam Navigation Company, organized in 1867 with the following officers: Dean Blanchard,⁷ president;



CAPT. N. L. ROGERS

⁶Capt. H. M. Gregory is one of the pioneer steamshipmen of the Coast, where he arrived forty years ago, and since that time has been on nearly all of its routes. He was for many years in the Pacific Mail and Holladay's employ, and has commanded several of the famous steamships of early days. When the *Shubrick* was sent north, with headquarters at Astoria, Captain Gregory was her master, and remained with her and her successor, the *Manzanilla*, for several years. After leaving the lighthouse service he was captain of the steamers *Truckee* and *Homer* for a while, but at the present time is not actively employed.

⁷Capt. Dean Blanchard of Rainier was born in Madison, Me., in 1832, and came to the Pacific Coast in 1853, arriving in California in the fall of that year, and, going to Oregon the following April, located at St. Helens, which at that time was looked upon as the future great city of the Coast. In 1855 he joined the command of Major Haller and went to Idaho on an Indian fighting expedition, continuing in the service until the force reached California, where he left them and returned to Oregon in the spring of 1856, entering the employ of the quartermaster's department at Vancouver. He remained there a year and then went to St. Helens, where he was elected county auditor and clerk, serving for four years. From this point he returned to Vancouver, but for a short time only, and then removed to Rainier and started in the sawmill and contracting business. He was a leading spirit in all of the opposition steamboat enterprises on the lower river routes, and during the past thirty years has owned or been interested in half a dozen steamers. At the present time he is proprietor of the tug *John West*, which he operates in connection with his wood and lumber business.

Javan Hall, vice-president; H. H. Pinto, secretary; Ferdinand Schable, treasurer; John R. Jackson, W. B. Gosnell and J. D. Tackaberry, with the above-named officers, forming the Board of Directors. The *Rainier* started on the route between Cowlitz Landing and Monticello in October, 1867, in command of Capt. J. T. Kerns, but was seized by the Government early in the following year and sold to Capt. J. C. Kingsley, Fred Harbaugh and J. G. Toner, who renamed her the *Carrie*. Capt. Kingsley continued her in the trade for which she was designed, for a short time, and then ran her in the jobbing business. In 1870 she was again on the Cowlitz in charge of Capt. James Fisher, this time running through to Portland in opposition to the steamers *Wenat* and *Rescue*, and the following year appeared on the Oregon City route. In 1873 Capt. James Troup made a few trips with her to Vancouver, and in the fall of that year she was sold to the Willamette River Transportation Company. In 1874 she was remodeled at Westport, coming out as a freight and towing steamer, under the ownership of O'Neil, Hall and Armstrong, the latter being master. The *Rainier-Carrie* was eighty-two feet long, eighteen feet beam, and three feet nine inches hold, with engines eight and a quarter by thirty-six inches. On the Tualitin River the *Onward*, the best steamer which had yet disturbed the waters of that stream, was constructed by Capt. Joseph Kellogg and was operated in the interests of the People's Transportation Company with a "Kellogg crew," Capt. Edward Kellogg commanding, with Elisha Kellogg, engineer, and Orrin Kellogg, purser, while Capt. Joseph Kellogg was the principal owner. In 1873 she passed through the Oswego Canal, being the first steamer to go from the Tualitin River to the lake. She was then in charge of Capt. Orrin Kellogg, and the following year was brought down to the Willamette and placed on the Cathlamet route. In 1875 she passed into the hands of the



CAPT. DEAN BLANCHARD

Oregon Steam Navigation Company, who wore her out. The *Onward* was ninety-eight feet long, seventeen feet beam, and four feet hold, with engines ten and a quarter by forty-eight inches. Another small steamer was built at Portland to be used as a trading-boat. She was a diminutive sternwheeler called the *Swallow*, apparently not because of her speed, as she was about the slowest contrivance which had yet appeared in the shape of a steamboat. Her owners were Vallard & Underwood, who afterward sold her to T. M. Arnold, who in turn disposed of her to J. S. Heller. The *Swallow* was forty-five feet long, with eleven feet beam. A small propeller named the *Alpha* was launched at Empire City, and proved a great convenience in carrying passengers and freight and towing on Coos Bay and its tributaries. The *Alpha* was first in charge of Capt. H. H. Luse, but in 1870 Capt. William A. Luse took command and ran her until 1876. She was sixty-five feet long, with a fourteen by twelve inch engine. The *Lewiston*, a small sternwheeler, built at Umatilla for the Snake River business, made her appearance in 1867, but was too small and poorly constructed to cut very much of a figure, and soon withdrew from the upper river. Her owners, Perrin & Clifford, lost money on the venture. The Oregon Steam Navigation Company added no steamers to their fleet on the upper river this year, but those already there were kept busy the greater part of the season. In June the *Yakima* made a run from Celilo to Lewiston, covering the distance in forty-one hours and thirty-five minutes. The Oregon & Montana Transportation Company kept their line open to

Montana with the *Mary Moody* and *Missoula*. The *New World*, the finest steamer which had yet appeared on Puget Sound, arrived at Olympia from the Columbia River in February in charge of Capt. Charles Winsor, and a brief period of very warm competition was indulged in with the *Eliza Anderson*, which had been accumulating the sinews of war during several years of prosperity. The *New World* was much more expensive to run than the *Josie McNear*, for which she had been exchanged, and the owners of the *Anderson* had little difficulty in ending the contest. Captain Finch bought her in November and sent her back to California, where the California Steam Navigation Company promptly attached her for breach of contract, the conditions of the sale at the time of her purchase by the Oregon Steam Navigation Company providing that she should be kept out of California waters for ten years. Two steamers of Puget Sound construction, which afterward became quite well known, made their debut in 1867, one of them, the *Ruby*, being still in service at Victoria. The other, the *Chehalis*, began her career on Gray's Harbor. The company which had operated the *Satsall* on the Chehalis River the preceding year launched another steamer bearing the name *Carrie Davis*, which, with the former, furnished the settlers in that vicinity about all the transportation facilities needed; and, although the *Chehalis* tried for nearly three years to fill a long-felt want, she was unsuccessful and returned to the Sound, where she subsequently enjoyed a lucrative business. The *Ruby* was a small propeller of about twenty-five tons burden, built at Snohomish City by Captain Hyde, who ran her between Seattle and Snohomish for a short time, and then sold her to Meiggs & Gawley, who used her for years as a ferry between Port Madison and Seattle. Among her captains were Andrew Belmont, now in the employ of the Oregon Railway & Navigation Company at Portland, Thomas Wilson, deceased, J. B. Libby,

John Farnham,⁸ E. F. Bucklin, and others. In 1879 she was bought in by Dexter Horton & Co., and afterward used as a freight and jobbing steamer, finally being purchased by Victoria parties, who registered her under the British flag.



CAPT. CURTIS D. BROWNFIELD

The *Chehalis* was a small sternwheeler, built at Tumwater in 1867 by H. H. Hyde, and after a disastrous experience on the Chehalis River was operated between Snohomish, Port Gamble and Ludlow. She was subsequently sold to the Black Diamond Coal Company and used for towing barges on the lake, Captain Huffner and William Bailey, who was afterward killed on the *Biz*, commanding. Brittain & Brennan then bought her and used her on the Skagit. She was the first steamer that ever went up as far as Portage Rapids, and the first to ascend Sauk River. Captains Daniel Benson, Curtis D. Brownfield,⁹ and Robert Bailey, had charge of her while she was on the Skagit, and Capt. Hiram Olney ran her on the Seattle and Olympia route. She did good service until November, 1882, when she was caught in a gale while *en route* from Snohomish to Seattle, in command of Capt. W. F. Munroe, and, becoming unmanageable, was blown stern on to the beach near Ten Mile Point. The vessel was a total loss, and her cargo was strewn along the shore for a distance of ten miles. The *Chehalis* was equipped with the engines which were originally in William Moore's Fraser River steamer *Henrietta*.

The Alaska steam fleet had three representatives on the waters of Puget Sound and British Columbia in 1867, the most important of which was the

Politkofsky. The Russian steamer *Alexander* also made two trips to Victoria on business in connection with the transfer of the territory of Alaska to the United States, and the steamer *Rose*,¹⁰ built at Sitka this year, came down as far as Victoria. The unfortunate steamer *Cariboo*, bought and repaired by McDougal brothers of Victoria, reappeared under command of Captain Frain,¹¹ with an addition to her name, and for the last quarter of a century has been prominent in marine circles as the *Cariboo and Fly*. The steamer *Diana*, Capt. Tom Wright, had the postal contract between Victoria and San Juan Island, receiving \$6,000 per year from the Department, and in addition to her services as a mail boat made a great many trips on the Sound with Government officials, and in October took the members of the Alaska Commission to Fort Simpson. The *Leviathan*, which had sported in the waters of the Columbia for a long time, was placed under the British flag again. The steamer *Fidelater* was sold to the Russian Fur Company in

STEAMER "ROSE," FORMERLY THE "BARANOFF"
First steamer built in Alaska

⁸ Capt. John Farnham was born in Maine in 1820 and went to sea from Charleston, S. C., in 1832. During the Crimean War he was on the ship *Titan*, an American vessel chartered by the French to run from Marseilles to Balaklava. He remained with the *Titan* in that service for three years, and then sailed on her to Australia and South American ports until she foundered off the coast of Peru. On returning to New York he shipped for China on the *Marmion*, afterward lost off Cape Flattery. He left her in Hongkong, and ran for a short time on the sidewheel steamer *Token*, between Hongkong and Shanghai, where he subsequently followed the shipbuilding trade for five years. He came to Puget Sound in 1865 and entered the employ of the Port Madison Mills, and, while in their service, commanded the *Phantom*, *Ruby*, and other steamers. He retired from the water about eight years ago and is now living in Seattle.

⁹ Capt. Curtis D. Brownfield of Seattle was born in Missouri in 1850 and started for the Northwest when but a boy. His first marine experience in this region was on the schooner *Spray* in 1865, and since that time he has been almost continuously in the business. He ran the steamer *Comet* on White River, on which route she was the first to make a success, and also on the Nootsack, where she was the pioneer. Captain Brownfield also operated the steamer *Clara* on Lake Union, and at different times during his career on the Sound has been connected with the steamers *J. B. Libby*, *Chehalis*, *Wenat*, *Otter* (little), *Teaser*, *Despatch*, *Nellie*, *City of Quincy*, *Washington*, *W. F. Munroe*, and many others. When the Oregon Railway & Navigation Company withdrew from the Sound, he purchased the old *Idaho* and after fitting her up started her out again as a passenger steamer, but soon afterward sold her to Captain Hastings. A short time ago he secured the steamer *Island Belle*, which he placed on the route from Tacoma to Bellingham Bay. He was one of the first steamboatmen in the Northwest to undertake the organization of a harbor of the Brotherhood of Pilots, and organized Harbors 22 and 23 at Portland and Astoria.

¹⁰ The steamer *Rose* was built at Sitka in 1862 by the Russian officers then stationed there. She was christened the *Baranoff* and under that name played quite an important part in the closing history of Russian supremacy in the land of the midnight sun. In 1871 she was purchased by Allen Francis, British consul at Victoria, who remodeled her, removing the sidewheels and fitting her with a propeller. She was named the *Rose* and placed in the Alaska fur trade, which she followed until 1873, but, this not proving profitable, she was transferred to the Island route on Puget Sound, carrying the mail. In the fall of 1873 she returned to Alaska and entered the trading business, continuing with the Alaska Oil & Guano Company for many years.

¹¹ Capt. James Frain was one of the pioneer navigators on Coos Bay and the Umpqua, going from there to British Columbia, where he ran the *Cariboo and Fly*, and several other steamers on Fraser River and British Columbia waters. At the time of his mysterious death in 1871 he was owner of the steamer *Emily Harris*.

July, and in command of Captain Erskine went on the Alaska route. The steamer *Munford*, built by the telegraph company in 1866, was running on the Fraser. In December, Captains Gardiner, Titcomb and Pamphlet were appointed pilots for the ports of Victoria, Esquimalt, Burrard's Inlet and Nanaimo. The latter point had attained considerable importance in the commercial world through its coal shipments, which amounted to 31,174 tons during the year. Single cargoes, however, could not have been very heavy, as the records show that this amount was taken away in ten ships, six barks, two brigs, one hundred and forty-six steamers, sixty-eight schooners, and thirty-nine sloops. The brig *Robert Cowan*, the largest vessel yet constructed in the colony, was launched at Sooke, B. C., September 20th. Her dimensions were: length, one hundred and ten feet; beam, twenty-eight feet; depth of hold, nine feet six inches. With the exception of the steamers mentioned and a few small schooners on the Columbia, this was the only building event of any importance in the Northwest.

The tug *Cyrus Walker* appeared in a new rôle in the summer of 1867. In charge of Captain Gove and Engineer Williamson, she was dispatched to Neah Bay to quell a disturbance among the Indians. A Clallam Indian had been killed by one of the Neah Bay tribe, and, when the agent arrested the murderer, his tribesmen forcibly released him. A messenger was sent to Steilacoom, and a lieutenant, surgeon and thirty-two privates were sent to Port Gamble by the *Eliza Anderson*. At this point they boarded the *Cyrus Walker*, equipped her with a couple of howitzers, and started for Neah Bay, arriving at the Indian camp at daylight. The lieutenant and twenty men landed, but before reaching the camp a kloochman gave the alarm, and the Indians fled to the woods. The howitzers were trained on them, and several were wounded. These, with other captives, were

conveyed to Tatoosh Island, where word was sent to the chief. He came on board with about sixty of his followers, and they were promptly made prisoners in the lower hold. The chief was informed that, if he would give up the culprit and his rescuers and promise not to molest the agent, they would be released. After some parleying he consented, and in about two hours two of the guilty men and a brother of the murderer were surrendered. They were taken to Steilacoom, where they wore a ball and chain for several months. This was the *Walker's* first and only experience as a man-of-war.

The fleet of sailing vessels in the lumber trade to the Sound and going to Victoria with cargo was increased by several newcomers, among them the barks *Aid* and *Byzantium* from London, the ship *Garamara* from Liverpool, *Parasian* from New Zealand, *Trebolgan*, *Shooting Star*, and a number of others from China. The sailing vessels plying coastwise carried 90,997,705 feet of lumber from Puget Sound to San Francisco and 15,710,000 feet from the Columbia River to the same port. The Tillamook schooner *J. C. Champion* took to Portland among other cargo, in October, several hundred pounds of beeswax which had been found on the beach near the Nehalem River, and which was supposed to have come from the wreck mentioned as occurring about 1772. The year 1867 was a disastrous one for many of the coasting fleet, and, though the sacrifice of life was light, the property loss was considerable. Among the more prominent vessels which met their fate was the bark *Golden Gate*, belonging to the



CAPT. J. D. MUNSON

Russian-American Telegraph Company, caught in the ice and crushed near the mouth of the Anadyr River, the vessel becoming a total wreck, though the crew were saved. Capt. Paul Corno, who was unfortunate enough to lose the bark *Industry* in 1865, met with another severe loss in 1866, when the bark *W. B. Scranton* was wrecked on the same spit where the *Industry* stranded the preceding year. The *Scranton* was en route from San Francisco to Portland with 810 tons of freight, valued at \$200,000, and in attempting to sail in May 5th the wind failed, and she drifted on the spit, striking heavily at 10:00 A. M. Captain Munson,¹² the lighthouse keeper at Cape Hancock, went to the rescue with a lifeboat, and Captain Corno's wife, and Miss Brown, a passenger, were taken ashore. The crew remained on board until night, when they were all rescued and the bark abandoned. A swell came on in the afternoon, and the vessel broke up in less than twenty-four hours after she struck. Knapp, Burrell & Co., the Portland implement dealers, had \$30,000 worth of farm machinery aboard. Two or three threshing machines which reached shore in a damaged condition were about all that was saved from the valuable cargo. The

¹² Capt. J. D. Munson, who has spent nearly a third of a century in the lighthouse service at the mouth of the Columbia, was born in New York in 1828 and came to Shoalwater Bay in 1859, engaging in the fishing and oyster business for about five years, going to Astoria in 1864. The following year he took charge of the lighthouse at Cape Disappointment, where he found that the only means of saving life in case of shipwreck was with an old boat which had been neglected until it was almost useless. With the assistance of some Astorians he repaired it, and when the *Scranton* was lost it was the means of saving several people. At the time of the accident Munson manned the boat with two of his lighthouse assistants, two men from the Government tug, and two soldiers, and was thus enabled to rescue all on board of the bark, who would otherwise have met the fate which befell the unfortunate victims of the *Industry* disaster. When the bark *Architect* was wrecked at Point Adams, Mr. Munson saved her crew with the same boat. He remained in charge at Cape Disappointment for twelve years and then went to Astoria, where he built the steamer *Magnet*, which he ran for three years. He sold her in 1880 and returned to the lighthouse service, taking charge of the station at Point Adams, where he has since remained. J. D. Munson is the father of Fred Munson, a well known Astoria engineer.

Scranton cost \$25,000 and was insured for \$9,000. Captain Corno had expended over \$6,000 in repairs before leaving San Francisco on his last trip, and the disaster was a serious one for him, following as it did so closely upon his other misfortunes. He was one of the pioneers in the coasting sailing business, and with the old brig *Susan Abigail* had acquired a competence in the early fifties, but left her to return East, where he built the *Industry*. This disaster and his unprofitable experience with the tug *Rabboni* made serious inroads upon his wealth, and when the *Scranton* went to pieces Corno lost heart, and, although he spent many years operating in a small way along the coast, he never regained his fortune.

The American bark *Lizzie Boggs*, Captain Townsend, from San Francisco for Port Discovery, was wrecked near Cape Flattery in September. She left San Francisco, August 31st, and made a quick run up the coast until about ten miles south of the cape, where she went ashore during a dense fog and was knocked to pieces in a few hours. The crew escaped in boats and made their way to Neah Bay, from which place they were taken to Victoria by the Hawaiian bark *Ava*. The American ship *Ellen Foster*, Captain Anderson, from Callao for Utsalady, was wrecked in Neah Bay in December. The vessel sighted Cape Flattery at 9:00 A. M., December 21st, but a strong east wind kept her from making any headway until the next morning, when she caught a light northeaster which sent her twenty miles up the Straits by noon. Here she encountered a hurricane from east southeast and ran for Neah Bay, anchoring in nine fathoms of water; but both anchors would not hold her, and she dragged to the reef, striking at 3:00 P. M. and beginning to break up at once. The crew reached shore in the lifeboat and on the twenty-ninth were taken to Port Townsend by the tug *Cyrus Walker*. The schooner *Meg Merrilles*, from Whidby Island for Victoria with a cargo of produce, struck a rock off Victoria harbor in February and was soon destroyed, the crew reaching shore in a small boat. The schooner was valued at \$3,000, and had seventy tons of cargo, all of which was lost. The pioneer bark *Nahumkeag*, one of the first vessels of the Northwestern fleet, met an untimely end in Drake's Bay in April. She was *en route* from Humboldt to San Francisco in command of Captain Knight, and ran into the bay for shelter, but her anchors failed to hold and she was driven ashore a total loss.

The rapid development of the agricultural resources of the Willamette Valley, and the absence of railroads or other means of transportation except by river, produced a large and profitable traffic for the steamers, which, with the exception of brief intervals of short-lived opposition, were controlled by that pioneer monopoly of the upper Willamette, the People's Transportation Company, for many years. This corporation, which had expended thousands of dollars in constructing the basin at Oregon City, enabling them to handle freight more cheaply and with greater dispatch than any of their competitors, discouraged the inauguration of any serious competition as long as they held the key to the situation on the upper Willamette. An effort to do away with this monopoly was made in 1868 by the Willamette Falls Canal & Locks Company, an organization formed for the purpose of building a canal and locks at Oregon City, to permit steamers to ascend the river from Portland to its headwaters without difficulty. The Oregon Legislature made an appropriation of \$60,000 in aid of the undertaking, and the company started with a capitalization of \$30,000, with the following officers: B. Goldsmith of Portland, president; J. K. Kelly of The Dalles, vice-president; S. Huelat of Oregon City, secretary; O. Humason of The Dalles, Joseph Teal of Portland, John F. Miller of Salem, and D. P. Thompson of Oregon City, directors in addition to the officials first mentioned. Work was commenced at once and as rapidly as possible conducted to a successful termination. The prospects for an approaching end to their control of the river had no apparent effect on the People's Transportation Company, and they continued to build new steamers and to repair the old ones, adding to their fleet the fine steamers *Albany* and *Dayton* in 1868. The steamer *Albany* was a sternwheeler, one hundred and twenty-six feet long, twenty-seven feet beam, and three feet six inches depth of hold, with engines sixteen by fifty inches. She was constructed at Canemah, and J. D. Miller and George A. Pease were her first captains. She operated on the upper Willamette until 1875,



CAPTAIN BARTLETT CAPT. JOSEPH SNOW CAPT. JOSEPH WILLIAMS
 CAPTAIN BLACKSTONE CAPTAIN WALKER
 WELL KNOWN MASTERS IN SAILING FLEET OF THE SIXTIES

most of the time in command of Captains George Jerome and A. Vickers, the latter sinking her in January, 1875, at the mouth of the Long Tom, where she was abandoned and became a total loss. The *Dayton* was built at Canemah in 1868, and was equipped with machinery from the old *Rival*. Her first commander was J. T. Apperson, who was succeeded by George Jerome, L. E. Pratt and Joseph Kellogg, the latter securing control of the steamer after the Oregon Steamship Company retired from business. The *Dayton* was one hundred and seventeen feet long, twenty feet beam, and four feet six inches hold. She remained in active service until about 1881.

The steamer *Success* was launched at Canemah, July 15, 1868. Her owners were Capt. E. W. Baughman, D. P. Thompson and J. Winston, Baughman owning a controlling interest. She was a light-draft boat, but was far from a success financially, and in February, 1869, passed into the hands of the People's Transportation Company, who continued her on the upper Willamette, in command of Captains John W. Cochrane, George Jerome and James Wilson.¹³ Her last work on the river was in the service of the Oregon Steamship Company a short time before that corporation went out of existence. She was at this time in charge of Capt. Dan Tackaberry. Her dimensions were: length, one hundred and thirty-two feet; beam, twenty-five feet; depth of hold, four feet; with engines sixteen by forty-eight inches. The little steamer *Lewiston*, which was brought down from Snake River, was taken over the falls through the basin and operated on the upper Willamette, where she was renamed the *Ann*, running from Albany to Eugene in conjunction with the *Success*. Below Oregon City the new line connected for a short time with the *Wenat*, which made her first appearance this year. She was a diminutive sternwheeler, equipped with the machinery from the old steamer *Cowlitz*. On completion she was operated on the Cowlitz in charge of Capt. A. Boone, but after a short time was sold by the sheriff to Capt. Joseph Kellogg for \$3,000, and in May, 1869, was put back on the Monticello route, carrying passengers from Portland for fifty cents and freight for one dollar per ton. Capt. J. N. Fisher succeeded Boone as master, and in 1870 Capt. W. H. Smith took command and ran her for several years. In 1874 Captain Kellogg operated her on the Columbia as far as the Sandy, but her owners received a good offer and sold her in 1870 to Capt. J. C. Brittain of Seattle, who took her around in safety the same year and used her in the White River trade. She was also engaged in towing barges for the Seattle Coal Company. Her last service was on the Skagit route in 1878. During the few years spent on the Sound she was sunk four times. The last accident occurred in March, 1878, and was of such a serious nature that she was never repaired, but was disposed of for \$1,700 to J. H. Moss, who removed the engines and placed them in another steamer. The *Wenat* was seventy-six feet long, seventeen feet six inches beam, three feet six inches hold, with engines eight and one-quarter by thirty-six inches.

Communication by steamer was opened in May, 1868, between Astoria and Ilwaco at the mouth of the Columbia, the *U. S. Grant* having been the pioneer on the route, which is now so well known to the thousands of "seasiders" who visit the ocean-beach resorts north of the Columbia. The steamer was owned and operated by Capt. J. H. D. Gray, formerly in the employ of the Oregon Steam Navigation Company, and, while she did not carry so many passengers as some of her successors, she was a great convenience to the residents of that isolated section. The Oregon Steam Navigation Company was undisturbed on the Columbia during 1868, and no new steamers appeared on that stream above the mouth of the Willamette. The *Okanogan* ran to Astoria, and the *Rescue* was on the Cowlitz route. The *Fannie Troup*, Captain Turnbull, was running to Vancouver with no opposition.

The traffic between Portland, Victoria and Puget Sound ports had become of sufficient importance to warrant a regular steamer, and in 1868 Jacob Kamm purchased the steamship *George S. Wright* and started her in what proved a very profitable trade. Up to this time the business had been handled by the steamships of the Holladay line on their trips to the Sound by way of the Columbia River, and when Kamm's plans became known the Holladay people promptly dispatched the *Active* on the same mission, both steamers remaining on this and the Alaska route for several years. Navigation of the Columbia and Willamette rivers was practically suspended for the first two months of 1868, and for a period of fifty-one days no deep-water steamers were able to reach Portland on account of the heavy ice, although for a good portion of the time they could go up as far as Cathlamet and Oak Point without much difficulty. The ocean steamships on the Northern routes in 1868 were: the *Ajax*, *California*, *Continental*, *Oriflamme*, *Del Norte*, *Pacific* and *John L. Stephens*, the latter vessel going to Alaska several times with troops and Government supplies. The steamer *Constantine*, which had been registered under the American flag, also made a few trips between Victoria and San Francisco. The United States surveying steamer *Katie*, in charge of Captain Bean, spent some weeks at the mouth of the Columbia River surveying and locating buoys and afterward went to Puget Sound. The steamer *New World*, which had been expected to break up the

¹³ Capt. James Wilson was born in France in 1827, and arrived at Portland in 1852 on the schooner *Emhous*, and with Capt. John Wolfe, who came on the same vessel, went as deckhand on the steamer *Multnomah*, Captain Fauntleroy, for eighteen months. Captain Wilson then visited the mines, and after returning was on the steamer *Portland*, remaining there for three or four years, and then going to the upper Columbia on the steamers *Mary* and *Hassalo*, where he worked until 1859, at which time he sailed a schooner between the Cascades and The Dalles for about six months. He then went to Ceilo and ran as fireman on the steamer *Colonel Wright*, Capt. Len White, and afterward, until August, 1860, was with Captain McNulty on the middle river, leaving there for the steamer *Onward*, on the upper Willamette, with Capt. George Pease. After firing on the *Surprise*, *Relief* and other steamers for about three years, he joined the *Enterprise*, serving as mate and pilot for six years. In 1870 he was successively in command of the steamers *Reliance*, *Echo*, *Success*, *Albany* and *Alice*. When the People's Transportation Company sold out, he entered Holladay's employ, continuing with him and his successors until 1889, with the exception of a short time in 1883, when he was master of a construction steamer for the Canadian Pacific Railway Company on the Fraser River. He is at present living at Clackamas, Or.

monopoly of the *Eliza Anderson* on the Sound, this year followed in the wake of her predecessors and was bought in by the owners of the *Anderson* and sent to San Francisco in command of Capt. Leon Smith, taking with her as cargo the equipments and machinery saved from the wreck of the United States steamer *Suwannee*. Two other well known steamers left British Columbia waters for San Francisco, the telegraph company's *Mumford*, which had spent the preceding year on the *Fraser*, going down in June in tow of the steamship *California*, and the famous *Diana* leaving in October in charge of Capt. Leon Smith. Puget Sound's pioneer tugboat, the *Resolute*, went skyward in a terrible explosion in August, six people losing their lives. Her place was filled by the arrival of the tug *Merrimac* from San Francisco and the completion of the fine new tug *Favorite* at Utsalady in October, the latter vessel being still afloat and in good order. Another fine tugboat, the *Escort*, was launched at Coos Bay and proceeded to San Francisco under sail to be fitted with machinery. In British Columbia the lake steamer *Prince of Wales* was dismantled to furnish power for the new *Victoria*, under construction at Quesnelmouth to run between that place and Big Bar on the upper Fraser. On Kamloops Lake, Capt. August Menteau was running the steamer *Kamloops*, a small sternwheeler of which he was master, engineer and most of the crew, spending the greater part of the time in the engine-room and steering the boat with lines leading up to the pilot-house.



CAPT. GEORGE MARCHANT

A new contract was made in September between the Crown Colony and the California, Oregon & Mexico Steamship Company, by which the latter was to receive a subsidy of \$1,000 per month for the mail and was to run one monthly steamship direct between San Francisco and Victoria and two by way of Portland, with additional steamers if the trade demanded them, the passenger rates to be: cabin, \$40; steerage, \$15. The California, Oregon & Mexico Steamship Company was a power in the land at this period and had control of the postal contracts on nearly every coast route of importance between Mexico and Alaska. In consideration of valuable concessions, the steamship company made the Mexican Government a present of the old steamship *Panama*, completely fitted out for a revenue and transport steamer, and the Mexicans put her in commission on the west coast under the name *Juarez*. The *Beaver*, now past her thirty-second birthday, was in the service of the Government surveying in the North, Capt. George Marchant,¹⁴ in after years the last master of the old craft, being one of the crew. The abandonment of the Russian-American telegraph project withdrew from Northwestern waters several vessels which had been there for the past three years in connection with that scheme, and in the fall the ships *Egmont* and *Nightingale* took aboard all of the material and sailed from Victoria for New York.

The coasting fleet during 1868 was so much larger than that of any previous year, that a complete list of those best known in this trade is herewith given, with names of masters: to Puget Sound, ships *David Hoadley*, Balch; *Nicholas Biddle*, Arey; *Aureola*, Ross; *John L. Dimick*, Winchell; *Elizabeth Kimball*, Bunker; *Helois*, Nickels; *Mary Glover*, Miller; *Samoset*, Greenleaf; *Marmion*, Boyd; *John Jay*, Hughes; *Winged Arrow*, Sands; *Coquimbo*, Stevens; *Alalanta*, Barnes; barks *Goldhunter*, Farnham; *Milan*, Snow; *Jenny Pitts*, White; *Rival*, Revell; *Chasca*, Smith; *Ionium*, Mulgrove; *General Cobb*, Spear; *Christopher Mitchell*, Paulsen; *Florence*, Coley; *Architect*, Thompson; *Scotland*, Alexander; *Moneynick*, Marshall; *Leonore*, Ford; *Adelaide Cooper*, Bean; *Ocean Spray*, Metzger; *Mary*, Hanson; *Vidette*, Merritt; *Delaware*, Shillaber; *Onward*, Kinney; *Fremont*, McLellan; *Glimpse*, Burns; *Gem of the Ocean*, Mitchell; *Caroline Read*, Hinds; *Legal Tender*, Wiley; *Oakland*, Batchelder; *Revere*, McIntyre;¹⁵ *Vernon*, Keller; *Carlotta*, Black; *Oakhill*,



CAPT. JAMES MCINTYRE

¹⁴ Capt. George Marchant was born in Cornwall, England, in 1845, and, as soon as he became old enough to go to sea, began sailing out of English ports on deep-water ships to all parts of the world. He arrived in British Columbia in 1867 and found employment on a vessel which, in that comparatively early day, was termed the *old steamer Beaver*. The pioneer craft was at that time engaged in the geodetic service, for which purpose she was under charter to the British Government. Marchant remained with the *Beaver* until 1871, then engaged in mining for a year, and, on returning to the marine business, took command of the *Union*, mention of which is made elsewhere. After leaving this peculiar steamer, he again joined the *Beaver*, running with her at different times for over twenty years, and having his name inseparably connected with this vessel of world-wide fame through being the last man in command. Since the loss of the *Beaver*, Captain Marchant has been employed on several small steamers running out of Victoria.

¹⁵ Capt. James McIntyre, born in Scotland in 1832, arrived in Victoria in 1854 as second officer of the East India ship *Marquis of Bute*, under charter to the Hudson's Bay Company. He left the ship at this point and went to San Francisco, and from there to the Society Islands, where he traded for a number of years. He returned to San Francisco in 1858, and, a year later, took command of the bark *Ann Purry*, owned by Capt. George Chase. On this vessel and the *Massachusetts* he remained until 1866, leaving Captain Chase's employ to take the ship *Revere*, which he sailed for nearly twenty years. He went from her to the ship *Richard III.*, which he commanded for six years, and took charge of the steamer *Costa Rica* in the Nanaimo coal trade about six years ago, and is still in that service.

Gove; *D. M. Hall*, Reynolds; *Sampson*, Howe; *W. A. Banks*, Nickels; *Brontes*, Van Name; barkentines *Free Trade*, Buddington; *Jane A. Falkenberg*, Gregg; *Grace Roberts*, Glidden; *Victor*, Greenliet; *W. H. Gawley*, Boyd; *Emma Augusta*, Higgins; brigs *I. B. Lunt*, Stoddart; *Orient*, Lennan; *Tanner*, McCarty; *T. W. Lucas*, Friend; *Moneta*, Bursley; *Crimea*, Lassen; *Hidalgo*, McAllep; schooners *Parallel*, Johnson; *Forest King*, Ackley; *A. P. Jordan*, Higgins. A few of these vessels carried occasional cargoes of coal from Bellingham Bay, and the following made several trips in the trade between the Bay and San Francisco: barks *Amethyst*, Swenson;



CAPT. FRANK W. GATTER

Nestor, Bearse; *Torrent*, Carleton; *Camden*, Mitchell; and *Kutosoff*, Robinson. In the Nanaimo coal traffic were the ships *El Dorado*, Plumme; *Isaac Jeans*, Boyling; *Grace Darling*, Gibbs; *Fanny*, Arthur; *Dublin*, Blevin; *Shooting Star*, Peck; *Flying Eagle*, Hayes. The brigs *Commodore*, Robertson, and *Orient*, and the bark *Vidette*, Captain Gatter,¹⁴ carried several lumber cargoes from the Moodyville Mills. Some of the above mentioned made occasional voyages to Coos Bay and the Umpqua, and in addition the following were in the coal and lumber business: barks *Narramissic*, Allen; *Charles Devens*, Gilman; brigs *Hugh Barclay*, Pray; *Francisco*, Greene; *Koloa*, Williams; *Advance*, Berry; *Kentucky*, Elliston; *Lucy Ann*, Chester;¹⁵ *Admiral*, Newbury; *Sheet Anchor*, Butler;¹⁶ *Perpetua*, Thornquist; *Mary A. Read*, Johnson; *Monitor*, Frost; *Arago*, McAllep;¹⁷ barkentine *Melancthon*, Patterson; schooners *Legal Tender*, Hardwick; *Cora*, Knacke; *Dreadnaught*, Perriman; *Bunk-alation*, Morrison; *John Bright*, Swain; *B. H. Ramsdell*, Tufts; *Louisa Morrison*, Howlett; *Enterprise*, Camman. To the Umpqua, bark *Sam Merrill*, Trask; schooners *W. F. Bowne*, Hughes; *Pacific*, Gage; *Bobolink*, Hughes; *Enterprise* and *Alaska*. The schooners running between San Francisco and Shoalwater Bay were engaged mostly in the oyster traffic, and the best known vessels were the *Sarah Louise*, Jones; *Potter*, Jones; *Ada May*, Anderson;¹⁸ *Leah*, Foster; *Ann Eliza*, Winant;¹⁹ and *John and Samuel*, Bowden. The *Ann Eliza*, and the *Mist*, Captain Hoxie, also made a few trips to

Yaquina. No coal and but little lumber being shipped from the Columbia, sailing coasters seldom visited the river, and the few vessels engaged in the trade were dependent principally on the inward freight, which in those

¹⁴ Capt. Frank W. Gatter was born in New York in 1843, when quite young went to sea on a packet-ship sailing between New York and Liverpool, in which service he remained for four years, and then went as mate on a bark running to the La Plata. In 1859 he came to California on the ship *Good Hope*, which subsequently went to Calcutta, where the vessel took a cargo of coolies to the coffee plantations, sailing thence to Savannah, Ga., where she arrived a few days before Sumter was fired upon, receiving twenty-four hours' notice to leave or be confiscated. Captain Gatter was offered a position on the Confederate cruiser *Petrel*, which was afterward sunk by the frigate *St. Lawrence*, but refused to serve under that flag, went to New York and enlisted in the United States Navy on the frigate *Roanoke*. After the battle between the *Merrimac* and *Monitor*, the *Roanoke* joined the Mississippi squadron, and Gatter went through from Port Henry to Donelson and Vicksburg. In 1863 he was discharged, after a medical examination, and in 1864 came to the Pacific Coast, where he has since remained. In 1869 he began commanding vessels engaged in the coasting trade, the old bark *Glimpse* and the *Vidette* being the best known of the sailing craft of which he had charge. When the Northern Pacific Steamship Company commenced operations on the Sound, Captain Gatter was appointed Sound pilot for their steamships, and has since held that position. He is an active member of the Brotherhood of American Pilots, and was First Pilot of Harbor No. 16.

¹⁵ Capt. Martin F. Chester was born in New Brunswick in 1846 and went to sea in boyhood. At the age of fourteen he met with a rough experience, being the only survivor of a schooner crew of nine men wrecked in the Bay of Biscay. Young Chester floated all night on the bottom of a boat, but was picked up the next day and landed at Madeira, whence he was sent to Liverpool by the British consul. His first work after his arrival on the Pacific Coast was on the old bark *Christopher Mitchell*. He continued sailing North in subordinate capacities until 1867, when he was put in command of the brig *Lucy Ann*, from San Francisco to Humboldt. He was next on the schooner *Alida* and the brig *Sheet Anchor*, in the Coos Bay coal trade, going from there to the schooner *Superior*, running between San Francisco and the Columbia River, and next to the schooner *A. P. Jordan*, from Humboldt to southern ports. For a short time he was on the *Eclipse*, at that period the largest schooner on the Coast, and subsequently took the bark *J. W. Seaver* for a few trips, eventually returning to the *Eclipse*, where he remained for nine years. He left this command to build the schooner *Halcyon*, which he disposed of and retired. Three years later he embarked again and served on coasting steam vessels most of the time as first officer, except for a period of two years as master of the steamer *Lakme*. Captain Chester holds first-class licenses on Puget Sound from Tacoma to the sea, and on Gray's Harbor and coastwise to Alaska. He is at present living at San Francisco.

¹⁶ Capt. C. H. Butler was born in Maine in 1841. He began his seagoing career when quite young, and spent fifteen years on the Atlantic Coast, mostly in the European and West India trade as mate. In 1867 he went to the Pacific and served between San Francisco and Coos Bay as master of the brig *Sheet Anchor*. He was afterward connected with the brig *Arago*, schooner *Gotama*, in which vessel he was part owner, and the steamers *Eastport*, *Empire*, and *Gussie Telfair*. When the latter was lost in 1880 he retired to a farm for a year, and then went to San Francisco and built the schooner *Beulah*. He subsequently returned to the *Empire*, running north from San Francisco to British Columbia ports, the Sound, Columbia River, and Coos Bay. In 1891 he built the steamer *Homer* at Coquille, Or., and ran her for a year. He then abandoned the water and is now living at Arago, Or.

¹⁷ Capt. William J. McAllep, of the schooner *Corona*, was born in Lubec, Me., came to the Northwest in 1864, and has been sailing out of San Francisco since that time, his first schooner being the *Golden State*. From her he went as mate of the bark *Ork*, and two years later took command of the brig *Arago*. Since then he has been master of the following vessels: barkentine *Occident*, which was lost on Coos Bay, barkentine *Melancthon*, schooners *Enterprise*, *Sparrow*, *Trustee*, and *Corona*, owning an interest in the latter. Captain McAllep has been in the employ of A. M. Simpson for twenty-two and of Hall Brothers for eleven years.

¹⁸ Capt. Caspar H. Anderson of San Francisco was born in Denmark in 1844, and commenced his marine service in 1858 as a boy on the topsail schooner *Hygeia*, reaching the United States in 1861, and after a couple of trips to the West Indies came to the

days was not handled as cheaply by the steamers as at present. The fleet running into the Columbia included the barks *Zephyr*, Trask; *Helen W. Almy*, Freeman; *Almatia*, Richardson; *Live Yankee*, Wiggin; *Occident*, Simpson; *Whistler*, Fuller; *Rainier*, Hayden; and the brigs *Brewster*, Corno, and *North Star*, Crowell. Other sailing vessels made occasional voyages there, but the business in this line was small compared to that of Puget Sound, which had over thirty vessels enrolled in that district and thirty-nine others making regular trips. This large fleet, together with nearly as great a number of ships coming from foreign ports for lumber, made business good for towboats and pilots wherever these modern necessities could be found, and a bill passed the Washington Legislature for the appointment of a board and the establishment of a regular pilot service. The Victoria men built a staunch new schooner for their use in boarding inbound ships, and, with the presence of several tugboats on both sides of the line, shipping was well attended to. The Columbia River cleared its first grain vessel in 1868, the *Helen Angier*, having been the pioneer in this trade destined in after years to be the means of disbursing millions of dollars among tugs, pilots and the purveyors of marine supplies. The most important arrival of the year at Portland was that of the bark *Sallie Brown* from New York, the pioneer in a new line established by A. S. Mercer, who had made himself famous by bringing a cargo of women from the East a few years before. It had been five years since any sailing vessel had arrived at Portland direct from New York, and the *Sallie Brown* was accorded a hearty welcome. She was one hundred and seventy days on the voyage, and on arrival was loaded with flour and wheat and started back to the port from whence she came. Another noteworthy arrival of questionable value to the country was that of the French ship *Jennie Alice*, which reached Portland from Hongkong with four hundred and thirty Chinese passengers, the first shipload ever brought direct to the Northwest, but unfortunately not the last. Several pretentious sailing vessels were set afloat in 1868, it having become a generally accepted fact that this portion of the country could furnish



CAPT. CASPAR H. ANDERSON

the material for almost any kind of a marine craft. From Coos Bay the barkentine *Melanthon*, built at that point in 1867, made her maiden trip to San Francisco in command of Captain Patterson, who is still sailing up and down the coast. At Port Orchard the barkentine *Grace Roberts*, 269 tons net register, was constructed at a cost of nearly \$30,000, and at Port Madison the schooner *Elida*, of 179 tons register, was launched in the fall for her master, Oloff Mattson. A schooner of 125 tons register, named the *Favorite*, was built at Sooke, B. C., for Captain McKay, and the small schooner *Bunkalation* was added to the fleet turned out at the yards on Coos Bay. At Vancouver, Wash., a hundred-ton schooner was completed for James Crawford and J. C. Durgin, but was used mostly on the river for carrying wood and Government supplies to Fort Canby. Barratry cases were not of frequent occurrence in the Northwest, and their rarity made them all the more conspicuous when brought to public notice. One of the most notable on record was that of the schooner *S. S. Bailey*, which sailed from San Francisco for Victoria in the spring and was not heard of for many months. After waiting nearly a year without tidings of the vessel, the insurance was paid. Shortly afterward a report reached California that the schooner had been seen at a New Zealand port. An investigation followed, which resulted in the capture of Captain Robbins, who had left San Francisco in command of the schooner. He was found in



CAPTAIN PATTERSON

Melbourne, and, after being jailed, told the whole story. Prior to leaving San Francisco he had arranged with a commission man named Rinehart to partly load the vessel with stone and rubbish, and then take in a showing of

Pacific Coast in 1862. He was mate on coasting vessels for several years, and in 1869 was appointed master of the schooner *Ada May*. From her he went to the schooner *Matthew Turner*, which he sailed for eight years, most of the time in the Alaska trade. He has since had command of the steamers *Karluck*, *St. Paul*, *Bertha* and *Progreso*. He was on the *Bertha* for five years, and has had charge of the latter for two years.

W. D. Winant, mate, was born in New York City in 1850. His first marine experience on this Coast was on the schooner *Anna Eliza*, sailing between San Francisco and Yaquina Bay. He left her in 1867 to go on the schooner *Louisa Simpson*, and afterward ran on San Francisco Bay for several years. He returned to Yaquina Bay in 1884, but again visited San Francisco, going from there to the South Sea Island pearl fisheries. After his return he spent several months in the Shoalwater Bay oyster trade, and afterward took the schooner *Lizzie* and operated her in that business for a number of years between San Francisco and Yaquina. He was on the schooner *Mischief* for four years as mate and made several trips to the Willamette River. For some time past he has been in the ferry and oyster traffic on Yaquina Bay.

genuine cargo, insure it all highly, and when well outside the captain was to scuttle the vessel and return to port. Once safely on his way Robbins weakened, concluded that it was a shame to destroy so good a vessel, changed his course and sailed for the Sandwich Islands, where, on arrival, he sold the cargo and invested the proceeds in cocoanut oil. With this commodity he bore away for New Zealand, where he disposed of the oil at a profit of four thousand dollars, half of which he gave to the crew and with the remainder went to Melbourne and was enjoying life when arrested. Rinehart, his partner, who had previously received eighteen thousand dollars insurance, heard of the plight of his associate, and disappeared before he could be apprehended. Robbins was never extradited for the offense and escaped punishment by jumping his bail.

The traders on the coast of Vancouver and Queen Charlotte's islands had always been confronted with a greater danger than shipwreck, and in 1868 the numerous outrages committed by the Indians culminated in the murder of the entire crew of the *Growler*, a well known Puget Sound schooner. The vessel left Victoria in March with a \$35,000 cargo for the American Fur Company at Sitka and was wrecked off Cape Murray, Queen Charlotte's Island, the following persons losing their lives: Capt. Horace Coffin, George H. Sprague, a nephew of Governor Sprague of Rhode Island, George Nichols, Abraham Jackson, Thomas Riley, A. Stewart, C. A. Thompson, John Shepard, Samuel Thompson, Harris McAlmond, a half-breed woman, and a young man from San Francisco. None of the crew ever reached civilization again, and their exact fate will always remain a mystery, although guarded statements of the natives made years afterward prove that those who escaped death



CAPT. JAMES D. WARREN

when the schooner was wrecked met a worse fate in the hands of the Hydah Indians. A few weeks after the disappearance of the *Growler*, the schooner *Nanaimo Packet*, which afterward came to a similar end, reached the scene of the disaster, and Captain Stevens went ashore to get one of the *Growler's* anchors, but before he could return to his vessel he was seized by the savages and robbed of \$600. His escape from death was only due to the fact that part of his crew were still on the schooner in plain sight, but beyond the reach of the marauders. Numerous indignities of a like nature had been forced upon several of the trading fleet, and human life was becoming very cheap among all the tribes. The first man to turn the tables on the bloodthirsty ruffians was Capt. J. D. Warren²² of Victoria, who had been trading for a long time with the sloop *Thornton*. On June 13, 1868, he was cruising along the shore of the mainland near the head of Vancouver Island, and was tacking near Storm Island, when a small canoe containing two Indians came alongside, one of whom asked the Captain to go in and anchor, as they had a great many furs and desired to trade. Captain Warren did not care to enter and told them so, but, while they were talking, two more boatloads came up, and he gave them a towline, but the visitors did not offer to make fast and seemed to be waiting for others. They finally pulled in near the bow of the sloop, and Captain Warren went forward and saw that they had about a dozen muskets concealed under some blankets in one of the canoes. He at once ordered the men on the sloop to show the natives that they were armed, and, when he exhibited his rifle,

the chief asked him what he intended doing with it. Warren pointed to those in the canoe and told him that the first man to touch a gun would be killed and that they had better go away. The wily savage made no answer, and Warren informed the crew that he believed that they would get out of the scrape. The chief understood him, and at a signal all of them closed in, and the fun began. The blanket was thrown off, and every Indian seized a musket; but, before they had an opportunity to make use of their firearms, the crew of the *Thornton* began shooting, and two of their assailants lay dead in the canoes. Captain Warren was aided by a giant sailor known as Big Bill and a man called Steve. Ere the natives could recover from the effect of the first shots, Big Bill was on deck with a rifle in one hand and a revolver in the other, and his artillery, together with the two rifles in the hands of Steve and Warren, dropped four Indians at the next volley. Steve was severely wounded in the onslaught, and dragged himself to the cabin, leaving the others to fight it out. The Indian pilot of the sloop now took a hand in the battle and killed two of his countrymen. Captain Warren had a repeating rifle, which was a puzzle to the attacking party, who apparently could not understand why it could seemingly shoot forever without reloading. The lively dodging indulged in by Warren and his big assistant prevented them from taking effective aim, and, when the last man in the first canoe went down before a bullet from the repeater, they withdrew with a loss of fourteen killed and six wounded, one of whom died the next day. Warren received a charge of buckshot, which laid him up for a long time, and the man Steve was seriously injured, but both recovered, and it was many years after this occurrence before another trader was attacked.

²² Capt. James D. Warren was one of the pioneers of the sealing business in British Columbia, and for over a quarter of a century has occupied a prominent place in British Columbia marine matters. A sketch of his life will be found in the closing chapters of this work relating to the sealing industry.

The year 1868 was a record breaker for marine disasters. Over half a million dollars worth of property was lost in numerous wrecks, and at least fifty people perished. The first of the Northwestern fleet to meet with a serious mishap in 1868 was the bark *H. L. Rutgers*, wrecked at Point Bonita, January 1st. She was *en route* from Seabeck in command of Captain Marston, and, during a fog, ran in too close to the dangerous spot known as the Potato Patch. Realizing his peril, the Captain let go his anchor, but it failed to hold, and the vessel soon dragged on the rocks and was beaten to pieces. The crew were rescued by the tug *Sol Thomas* and taken to San Francisco. The *Rutgers* was a bark of four hundred and five tons register, built at Perth Amboy, N. J., for the Russian-American Telegraph Company; but, with the collapse of this scheme, a seven-eighths interest was sold to Adams, Blinn & Co., who valued their holding at \$12,000. The other share was the property of a confederate officer, but after it was confiscated the ownership was never definitely settled. On Thursday, March 19th, the British ship *Fanny*, formerly the *Vortigern*, 896 tons, Captain Arthur, owned by Rosenfeld & Birmingham of San Francisco, loaded 1,330 tons of coal at Nanaimo and sailed for the Bay City in company with the Hawaiian bark *Rosalia*, which was loaded with 150,000 feet of lumber from Burrard's Inlet for the Hawaiian Islands. The *Rosalia* was in tow of the *Isabel*, Captain Pamphlet, having left Burrard's Inlet on Wednesday afternoon. On the way down the *Fanny* was taken in tow, and the vessels proceeded in the following order: *Isabel*, *Fanny* and *Rosalia*. When nearly opposite San Juan a gale struck the fleet. The *Rosalia's* hawser parted; she drifted astern, and, after beating about until 5:00 A. M. Friday, stranded on Discovery Island. The *Fanny* had gone but a short distance when her hawser also parted, and, before her sails could be set, she drifted in the same direction. Both vessels beat heavily all night. The *Rosalia*, being on the south side of the island, received the full sweep of the wind, and, before day dawned, her bottom was knocked out. The *Fanny*, striking on the east shore, was less exposed, but, owing to her heavy cargo, she soon settled on the rocks and was full of water when the crew left her. All hands were landed in the ship's boats. The *Fanny's* cargo was valued at \$27,000, and the wreck sold for \$1,100; that of the *Rosalia* was valued at \$14,000, and her wreck brought \$430. The United States steamship *Suwannee*, while going through Shadwell passage,



OLD BLOCKHOUSE AND HARBOR, NANAIMO, B. C.

Queen Charlotte's Island, June 9, 1868, struck a rock with such force that she was impaled, and it was impossible to release her. The tide falling, she could not withstand the strain and went to pieces. The accident occurred about twenty-five miles north of Fort Rupert, and the Hudson's Bay steamer *Otter* was dispatched to the scene of the wreck and rescued the crew, conveying them to Victoria. As there was no hope for the vessel, the steamer *New World* was sent with a crew to strip the hulk of its armament and such portions of the machinery as were removable and transport them to San Francisco. The *Suwannee* was a comparatively new vessel, built in 1864, and was of about one thousand tons burden. She carried twelve guns and a crew of one hundred and seventy. The officers in command at the time of the disaster were: Richard Law, commander; M. W. Sanders, George W. Woods, F. Wildes and C. E. Clark, lieutenants; Thomas P. Wilson, master; John H. Hunt, Charles Greenlief and E. A. Reilly, engineers; M. B. Cushing, paymaster. The steamer *Resolute*, which will always occupy an important place in marine history as the first tugboat on Puget Sound, was towing a raft of logs down the Squaxon Island passage, near Olympia, August 19, 1868, and, when near the foot of the island, her boiler exploded with a force that completely wrecked the steamer, damaging the hull so that it sank immediately, carrying down the stunned and bruised men with those who were killed outright. Capt. Thomas Guindon was in the pilot-house and was blown into the air, alighting on some wreckage. A piece of the boiler which descended an instant later struck him on the leg, breaking it and injuring his arm. He was severely scalded but clung to his raft until rescuers arrived, who took him in a canoe to Olympia, where he received medical attendance. The other survivor, Janeowich, the mate, was not so seriously injured, and was picked up by a

farmer living near the scene of the accident. The other six men aboard were either instantly killed or so badly injured that they were drowned when the vessel foundered. The missing were: Joseph Shannon, engineer; Andrew Smith and Barnet Dagnall, firemen; H. W. Perkins, deckhand; Leonard Greene, a passenger; and the Chinese cook.

The steamship *Del Norte* on her final trip encountered a heavy fog in Portier Pass and after starting through attempted to back out into the gulf, but was caught by the tide and swung round until she backed into Canoe Reef, displacing her rudder and tearing away her false keel, which floated up alongside. She remained on the reef, and her cargo of coal was shifted forward, leaving her stern dry at low water; but, as the tide receded, she took a sheer to starboard, breaking the sternpost, and going over until the foreyards were submerged. When the tide rose the sea rushed in through the bottom so rapidly that the men were driven out of the hold. The accident happened October 21st, and at daylight on the twenty-second the passengers were taken ashore, together with the effects of the crew and the furniture and other movables which could be handled. As soon as possible an effort was made to raise the vessel, and a contract was signed with Broderick of Victoria to get her afloat. He secured some large barges at Port Ludlow, which he started in tow of the *Otter* in November, but, a few hours before reaching the scene of the disaster, a heavy southeast wind began blowing and stirred up a sea which lifted the steamer off the reef, and she settled in over ten fathoms of water, rendering it impossible to save her.

The schooner *Louisa Downs* fitted out at Port Townsend in July with a party of prospectors from Portland, bound for the Stickeen River, and was wrecked in Peril Straits a few weeks later. The crew reached shore on an island near the entrance to Bering's Bay, and were taken from there to Sitka by some Indians. No tidings were received for six months after their disappearance, and it was the generally accepted belief that they had met their fate at the hands of the Indians. The bark *D. M. Hall*, Captain Harrington, was coming to Coos Bay from San



STEAMER "PRINCESS LOUISE," FORMERLY THE "OLYMPIA"

Francisco, October 3, 1868, attempting to sail against an ebb tide. The wind died out, the dense fog and smoke rendered it difficult to work back to sea, and in a very short time she was aground on the south spit, where she rapidly pounded to pieces. Two of the crew were lost. The vessel was an old-timer on the Coast, had been overhauled in San Francisco two years before, and was thought to be in very good order. She went into the Coos Bay lumber trade after she was repaired, and at the time of her loss was four days out from San Francisco in ballast.

The schooner *Thos. Woodward*, Captain Arthur, from Victoria for Fort Wrangel, was running before a strong southeast wind on the evening of November 25th, when she struck a reef at Shelter Point, near Cape

Mudge, thirty miles above Comox. She was unable to get afloat and on the second day rolled over on the reef, and the sea soon knocked her to pieces. Captain Lewis arrived the next day with the *Otter* and bought the wreck for \$105. The passengers went on to Sitka on the *Otter*, and the captain and crew came down on the *Surprise*. The schooner was loaded with Government stores and also carried about \$20,000 in treasure, the entire cargo being valued at \$60,000. The vessel was owned by Taylor & Bendel of San Francisco, and when the captain reached San Francisco the following year he was arrested on a charge of stealing the treasure and dividing it between himself and two other men who were on board at the time.

The schooner *Noyo*, with a cargo of lime, struck on the bar at Coos Bay and came in leaking so badly that the lime set fire to the vessel, damaging it so seriously that it was beached and allowed to burn. The bark *Torrent*, a well known old-timer, went ashore in English Bay, Alaska, becoming a total loss, and in October the bark *Ocean* was wrecked at Dungeness, being too old and tender to get afloat after stranding. The British bark *Oliver Couitts*, in the coal trade between Nanaimo and San Francisco, was lost on Alcatraz Island while sailing into the harbor of San Francisco. Another disaster of the year was the sinking of the steamship *Constantine* near Active Pass. The vessel was subsequently raised and repaired. The American bark *Delaware*, from Sitka for Port Townsend, ran ashore at Fisguard lighthouse, December 31st, was sold for a few dollars, and floated in good condition less than a month after the disaster. The little steamer *Lizzie Horner* had two boiler explosions on the Sound, but no serious damage done; and the steamer *Sea Foam* sank at the mill wharf in Burrard's Inlet in November. At Portland a steam boiler on the steamer *Alert* burst and scalded the mate on the vessel so severely that he died soon after the accident.

Puget Sound made wonderful strides in the growth and development of her marine interests in 1869, and the waters of the inland sea were churned by the wheels of finer and faster steamers than any which had yet appeared. The Oregon Steam Navigation Company, with its wealth and power, had practically conquered

everything on the Columbia, and early in the spring arranged to begin active operations on the Sound. Frank Dodge, who had long been in the company's employ on the river, was sent over to the new field to take charge of affairs; and in February the steamer *Wilson G. Hunt* again paddled into Victoria harbor after an absence of ten years, having been taken around from the Columbia by Capt. W. I. Waitt, who continued in command

after her arrival, with Thomas Smith, chief engineer, James Gallagher, assistant, and J. Myrick, purser. Naturally the old *Eliza Anderson* was no match for the *Hunt* in point of speed, and the peace attendant on the vanquishment of the *New World* in the preceding year was short-lived. Rates were cut, and a merry war was declared as soon as the *Hunt* began running, but it was far from being the one-sided contest of a few months before, as both parties were financially equipped for a struggle of almost indefinite length. It was probably a perfect understanding of that fact which induced them to compromise, and in October the *New World* passed into the hands of George S. Wright and D. B. Finch, adding another to the unbroken line of victories which marked the *Anderson's* career for over a decade. Captain Finch took command of the *Hunt* and ran her for a short time, Waitt remaining with him as pilot. The owners of the *Anderson* had realized ere this that the time was rapidly approaching when the pioneer steamer would no longer hold the trade, and, before the arrival of the *Hunt*, George S. Wright had placed an order for a new sidewheeler with John English & Sons of New York. This steamer was called the *Olympia*, and arrived in San Francisco, November 19th, seventy-five days from New York, in command of Capt. James Bolger, who superintended her construction, with James King²² as chief engineer and George Hutchinson, first officer. The *Olympia* was one hundred and



CAPT. CHARLES E. CLANCEY

eighty feet long, thirty feet beam, and twelve and one-half feet hold, brig rigged and with a hull constructed throughout of seasoned white oak. She arrived at Olympia, December 3d, and made her initial trip on the Victoria route four days later, running there until the following spring, when she was laid up for a short time. In the meantime a new factor in Puget Sound transportation appeared, the steamer *Alida*, a sidewheeler built by a man named Nash, who had secured the mail contract between Olympia and Victoria. Nash commenced work on his steamer at Olympia, but, becoming financially involved, secured the assistance of E. A. and I. M. Starr, two wealthy Portlanders who had had no previous experience in steamboating, and before her completion Nash turned the *Alida* over to them. She was far from being a success as originally constructed, and in the spring of 1870 was remodeled at Seattle, and made her first trip on the Victoria route July 12, 1870, Capt. E. A. Starr appearing on the records as master, although the pilot, Capt. Dan Morrison, was practically in charge. Thomas Hoy was engineer, with James Griffiths, assistant. The steamer was one hundred and fifteen feet long, twenty-five feet beam, and six feet hold, with engines fourteen and one-half by sixty-six inches. She was fitted with twelve staterooms and was a neat little craft, but no match for the handsome *Olympia*, which was put on the route in opposition as soon as she appeared. The latter vessel made matters so interesting for the new steamboatmen that they decided to build a boat which would run enough faster and cheaper to enable them to drive the *Anderson's* successor from the field. They accordingly began work on the sidewheeler *North Pacific*, and, when that steamer was completed and brought to the Sound, the Starrs ended the struggle by paying the owners of the *Olympia* a subsidy of \$7,500 per year to take the boat away.

The *Olympia* steamed down to San Francisco, July, 1871, and soon after her arrival was granted another liberal subsidy for non-interference with the California steamers. In 1872 she attempted to run on the San Francisco and Portland route, but was soon withdrawn and made a voyage to Honolulu, also running for a short time to Humboldt, retiring again in 1873 with her double subsidy still in force. In 1878, after an absence of seven years, during which the Starrs had paid her owners over fifty thousand dollars, the *Olympia* was again taken to the Sound by George S. Wright, but had difficulty in finding profitable trade. She arrived in July and made a few trips between Victoria and Sound ports, then ran



JOHN ROBERTSON

²² James King, probably the oldest marine engineer on the Pacific Coast, was born in Fairfax, Va., in 1812, and began his maritime career in New York in 1830 in the employ of Commodore Vanderbilt and Robert Stevens. His first trip to the Pacific was in 1851 as chief engineer of the steamship *America*. After a short stay in San Francisco he returned to the East, visiting the West again in 1853 on the steamer *Pacific*, then going back to New York, where he remained five years. In 1858 he entered the employ of the Wrights, serving for several years with them, going from San Francisco to China with the *John T. Wright* at the time she was sold. He ran for a long period north and south from San Francisco on the old steamer *Santa Cruz*, and, when the new *Olympia* was ready for the Puget Sound trade, Mr. King went East to take charge of her engines on the long voyage around the Horn. He followed his vocation on various routes out of the Bay City until about 1880, when he retired, and is at present living at Stiles, Alameda County, Cal.

irregularly to Portland and in September paid a visit to Alaska. The Hudson's Bay Company were at this time at war with Capt. John Irving, who was operating the *Wilson G. Hunt* between Victoria and New Westminster, and, as their ancient steamers were no match for the *Hunt*, Wright induced them to purchase the *Olympia* for seventy-five thousand dollars. The transfer was made in October, she was at once enrolled under the British flag, and in command of Capt.



CAPT. EDWARD NICHOLS

H. G. Lewis started in opposition to her old ally, the *Hunt*. She made her last voyage under the name *Olympia* to Wrangel in May, 1879, and on her return was christened the *Princess Louise* and registered from the port of London. Under her new name and colors she continued to run out of Victoria in the interest of the Hudson's Bay Company until the Canadian Pacific Navigation Company absorbed the steamboat properties of that corporation. In 1885 she was extensively repaired and has since been in almost continuous service, and is apparently good for many years yet. After passing under British register she was commanded by Captains Lewis, McCulloch, Myers, Irving, White, Glaholme, Ramsey,¹⁴ Rudlin, Jaggars, and others.

The *Olympia's* first antagonist, the *Alida*, was never a success, and was laid up in *Olympia* in 1871 after a year's work, but came out again in 1872 and ran between *Olympia* and Seattle in command of Capt. J. G. Parker. In 1873 she took the first passengers from old Tacoma to the new town to connect with the first railroad train to run in the Puget Sound country. Captain Starr was succeeded in command by Captains Clancey,¹⁵ Browner, Wilson, Grant, Parker, Morrison, and others, and James Griffiths was chief engineer of the craft longer than any other man. John Robertson¹⁶ also filled that position for a few months. She was out of commission the greater portion of the time after 1879, and in August, 1890, while laid up at Gig Harbor, was burned to the water's edge by a brush fire which swept down from the forest. Her engines were saved in a damaged condition and are now lying in Lake's shipyard, in Ballard, Wash.

The *Alida* was not the only new steamer which encountered financial difficulties in 1869, for a small propeller named the *Varuna*, built at Port Orchard, was libeled and seized for debt before she was put in commission. Capt. Samuel Jackson was placed in charge pending the adjustment of the difficulties, but was forcibly removed by Captain Spalding, who



ROBERT AIREY

connected in some capacity with nearly every steamer on those waters. He is at present living in Tacoma.

¹⁴ Capt. James Ramsey was born in the north of Ireland in 1829. He arrived at Esquimalt in 1862, was mate on the lumber schooner *Alberni* for two years and also ran on the schooner *Alice Thorndyke*. He served for five months between Victoria and Portland on the steamer *George S. Wright* with Captain Lewis, commenced piloting on the Sound in the British Columbia district in 1873, and has followed that calling ever since. His home is in Victoria, B. C.

¹⁵ Capt. Charles E. Clancey is a native of Guilford, Conn., and began steamboating on Puget Sound in 1869 as purser on the steamer *J. B. Libby*, leaving her to enter the employ of the Starrs, who were then beginning operations on the Sound. Captain Clancey rose rapidly in his profession and followed the fortunes of the successors of Finch & Wright through all their years of prosperity until they were succeeded by the Oregon Railway & Navigation Company. He then took charge of affairs as manager of the water lines, and it is largely due to his exertions and remarkable executive skill that the company enjoyed the cream of what was then a most lucrative traffic. Captain Clancey's success as a manager was due to his thoroughly practical knowledge of the business. In every position, whether as mate, purser, master or manager, he has enjoyed the confidence of his employers and the esteem of the public. On his retirement from the service of the Oregon Railway & Navigation Company, Captain Clancey became superintendent of the Pacific Navigation Company, remaining with them until 1894. During his career of a quarter of a century on the Sound, he has been

connected in some capacity with nearly every steamer on those waters. He is at present living in Tacoma.

¹⁶ John Robertson, engineer, was born in Scotland in 1836 and entered the service in 1853. He began firing on the Manning Line out of Sydney, Australia, in 1858, and continued steamboating and mining until 1861, when he came direct from London, England, to the Coast, and found employment with the Hudson's Bay Company, joining the steamer *Otter* as fireman. For the next nine years he was on various boats in this capacity, and subsequently joined the *Wilson G. Hunt* as engineer, running between Victoria and *Olympia*. He was afterward on the steamers *George S. Wright* and *California*, going from one to the other. After leaving Ben Holladay's line, he served on the steamer *Beaver*, Captain Rudlin, and since then has been employed on nearly all of the local boats and a number of Puget Sound steamers, among them being the *Alida*, *Grappler*, *Cariboo Fly* and *Maude*. He is at present living in Victoria.



CAPT CHRIS WILLIAMS

ran the steamer over to Victoria, where she remained until matters were settled. Her owner, Captain Francis, then took her back to the American side, and in February, 1870, she began running on the Sound in command of Capt. Sam Jackson. In May she was sold to mail contractor Nash for ten thousand dollars, and commenced making a round trip per week between Olympia and Port Townsend, in connection with the *Alida*; but the advent of the North Pacific rendered her useless in that capacity, and she was sent around to the Columbia, where she was bought by J. H. D. Gray and George Warren, who put her into service on the Fort Canby route in place of the *U. S. Grant*, and afterward used her for a towboat. Captain Gray operated her until 1876, and she was then turned over to the newly organized Ilwaco Steam Navigation Company and ran on the Ilwaco and Astoria route in charge of Capt. Al Harris, who was succeeded in 1878 by Capt. W. H. Whitcomb, and he in turn by Capt. J. P. Whitcomb. The steamer ended her days on the Ilwaco route about 1880. The *Varuna* was seventy feet long, sixteen feet beam, and six feet hold, with eighteen by sixteen inch engines.

The steam tug *Favorite*, which is still afloat on Puget Sound, was completed at Utsalady in 1869 by Grannan & Cranney, who built her for towing for the mill at Utsalady. Capt. Edward Nichols was her first master, and was succeeded by Capt. Chris Williams. She served as a tug until 1874, when P. D. Moore, the mail contractor, secured her, and she ran in the postal service with William Waitt in command. In 1876 the Puget Mill Company purchased the steamer for \$14,950, and, with the exception of intervals when she has been laid up, she has been used as a towboat since. Other masters in charge were



CAPT. J. L. OLIVER

Doane, Williamson and Gove. J. C. Stanley,²⁷ Williamson, Grinwald, Airey,²⁸ and nearly all of the prominent tugboat engineers on the Sound, have worked on the steamer. The tug was last in the service of the Port Madison Mill, and for a long time has been idle at Port Madison.

Another fine tugboat, the *S. L. Mastick*, was launched at Port Discovery in 1869. She was built by W. A. Webster & Co. for S. L. Mastick & Co., the sawmill men, and was sent to San Francisco under sail and there fitted with engines by J. Lockhead, making her trial trip as a steamer September 7th, and entering the service as a towboat on San Francisco Bay and bar, one of her first tasks being to tow the ship *Orion* from San Diego to San Francisco. The launch of the *Mastick* was delayed a day on account of the tide, and, while she proved a good boat in many respects, her owners and masters always averred that she was never able to make up for that lost twenty-four hours. She was commanded by Captains De Lanty, Williamson, Oliver,²⁹ Smith, and many other well known tugboat captains, while Dennis Lawlor,^{*} McGill, Kennedy and others handled her machinery.

²⁷ J. C. Stanley, engineer, was born in England, and in 1866 came to Puget Sound, where his first steamboating was on the *Mary Woodruff* with Captain Cosgrove, going from the *Woodruff* to the steamer *Favorite*. In 1870 he was on the steamer *Black Diamond* with Captain Hill, but left soon afterward for the Columbia River, where he was engaged on the steamer *Merrimac* with Captain Hobson; *Willamette Chief*, Captain Baughman; *Governor Grover*, Captain Wilson (and *Beaver*); *Welcome*, Capt. George Ainsworth; *Ocklahoma*, Captain Smith; *Calliope*, Captain Burgy; and *Multnomah*, Captains Pope and Pease. He has been on the *Multnomah* since the day she was built, went to the Sound with her, and is still in charge of her engines.

²⁸ Robert Airey, engineer, was born in Scotland in 1837, and has been connected with the marine business since 1859, beginning when but a boy. He arrived in the Northwest in 1865 and commenced steamboating on the Columbia River. Shortly after this he served for a while on the steamer *George S. Wright* and then went to the steamer *Colefax*, where he remained for many years, going from her to the *Isabel* and thence to the steamer *City of Stanwood*, of which he is at present chief engineer, making his home at Stanwood.

²⁹ Capt. J. L. Oliver was born in Maine in 1844, and made his first sea voyage at the age of seventeen on the ship *General McClellan* bound for Liverpool. Returning to New York, he continued sailing in the deep-water service for fourteen years, visiting nearly every part of the world and doubling Cape Horn six times. His first work on Puget Sound was on the tug *Mastick*, and he was master of the *Sea Lion* for two years. He was also engaged for a long time as mate on the tug *Tacoma*, and had charge of the tugs *Biz*, *Queen City*, and a number of other well known Sound steamers. When the old settlement of Freeport assumed the metropolitan title of West Seattle, Captain Oliver took charge of the first steam ferry operated between Seattle and its thriving suburb across the bay. Captain Oliver afterward commanded several steamers owned by the Hastings Steamboat Company, and was for several months master of the *Monticello*.

* Dennis Lawlor, engineer, was born in Ontario in 1842, served a three years' apprenticeship in the Bartley & Dundall engine works at Montreal, and subsequently worked with his father in the Hawksbury Mills. He came to the Pacific Coast in 1862, and,



DENNIS LAWLOR

When tugboats became more plentiful on the Bay, the *Mastick* returned to the Sound and was bought by Morgan & Hastings, who traded her to Capt. A. O. Benjamin in 1886, receiving in exchange the steamer *Rustler* and a scow. Benjamin sold her a few months later to Capt. David Gilmore, who expended several thousand dollars in refitting her, changing the old high-pressure engines for compound engines and making other improvements. After operating the vessel for a few years he disposed of her to the Ross & McLaren Milling Company of Victoria, and she was placed under the British flag. The dimensions of the *Mastick* were: length, one hundred and thirty feet; beam, twenty-four feet; depth of hold, twelve feet three inches. The *Phantom*, a small propeller built at Port Madison by Mr. Hornbeck for Captain Sulfern, made her appearance in 1869, and was operated as a ferry between Port Madison and Seattle until 1871, when her owner took her to Lake Washington and used her to tow barges for the coal company. She was afterward brought back to the Sound and ran for a long time from Seattle to Ports Blakely, Orchard and Madison. In 1884 she was refitted by Moran Brothers and sold to Capt. J. C. Brittain, who ran her on the Island route a short time and then disposed of her to the Stimson Mill Company. In their service she was towing for a short time and was subsequently sent to Victoria, where she has since operated under British colors. The *Phantom* was sixty-five feet long, eleven feet beam, and six feet hold, engines nine by eighteen inches. The *Linnie* was a small sternwheeler built at Utsalady in 1869 by Grennan & Cranney for the mill company's work, and was afterward transferred to the Blakely Mill Company. Capt. T. M. Brownell ran her for the Utsalady mills, and Capt. Frank Smith²⁰ was master while the Blakely company owned her. She was fitted with twelve by thirty-six inch engines, which were unable to make her show much speed, and she labored almost exclusively as a freight and tow boat. Capt. John Hill was

her last owner while she was used as a steamer. He sold her to a firm of brickmakers, who dismantled her and utilized the hull as a lighter between Vashon Island and Tacoma.

The people of Port Townsend and Seattle were no longer dependent on the Victoria mail steamer or an occasional towboat for transportation facilities, as the steamer *Success* was making a round trip per day between the two cities, calling at Ebey's Landing, Ports Ludlow and Gamble. The steamer *J. B. Libby* was carrying the mail on the Whatcom route, taking the place of the *Mary Woodruff*. The ocean business between Portland, Victoria and Puget Sound was handled in 1869 by the *Gussie Telfair*, a vessel with a history of more than ordinary interest. She was a Clyde built propeller of about four hundred



STEAMSHIP "GUSSIE TELFAIR"

tons burden, launched at Greenock in 1863 for a blockade runner, and made a number of successful voyages before she was captured by a United States vessel, taken to New York and sold to John T. Wright, who at once fitted her out and sent her to the Pacific Coast. Holladay & Brenham were at that time buying everything which threatened to interfere with their monopoly, and the *Telfair* soon fell into their hands and was started North on her first trip early in 1869 in command of Capt. Fred Bolles, who took her to Victoria. After he left her, Capt. N. L. Rogers²¹ was appointed master and ran her between Portland and Victoria, calling at Port Townsend,

after being employed in San Francisco for some time, went to Nevada and worked in the Gould & Curry stamp mill. He left there within a short period and went to Puget Sound, finding employment as a machinist at the Port Gamble Mills for three years. He then entered the marine service on different steamers on the Sound. He was on the sidewheeler *Colfax* for a year and with the *Goliath* in 1874, going later to the steamers *Yakima*, *Blakely* and *S. L. Mastick*, on all of which he occupied the position of chief engineer. In 1879 he arrived at Victoria and joined the steamer *Western Slope*, of which he was chief engineer for six months, running on the Stickeen River, going afterward to the steamer *Gertrude* under the same management. He also served on this route on the *Cassiar* for a short time, and was subsequently chief on the steamers *Grappler* and *Beaver*. In 1882 he returned to Seattle, worked for a while in Williamson's shop, and then joined the steamer *Josephine*, remaining with her until her boiler exploded. He also ran on the steamer *McNaught*, and has recently been chief engineer on the tug *Etta White* in British Columbia waters.

²⁰Capt. Frank Smith was born in France in 1846 and commenced steamboating on Puget Sound in 1869. His first vessel was the old *Goliath*. He has been almost continuously in the employ of the mill company on their towboats, and for several years past has had command of the venerable *Politkoisky*.

²¹Capt. N. L. Rogers was born at Bath, Me., in 1837. He shipped before the mast at the age of fifteen, visiting the Mediterranean, France, Great Britain and the West Indies. At eighteen years he was promoted to the position of third mate on the ship *Lizzie Harwood*, and the following year became second mate. In 1859 he sailed from Bath on the brig *Sheet Anchor*, arriving in San Francisco in 1860. His first berth on the Coast was as mate on the ship *Amethyst* in the Bellingham Bay coal traffic. A year later he went to Shanghai as first mate on the bark *Daniel Webster*. After a short coasting voyage the vessel was sold at Kanagwa to the Japanese Government, and Captain Rogers returned to San Francisco as a passenger on the ship *Carrington*.

Seattle, Steilacoom and Olympia. Sherwood, Sholl and Hayes were in charge on the same route, and in 1872 Capt. T. J. Ainsley ran her between the Sound and Alaska. She was laid up in Portland for several months in 1874, and was finally taken to San Francisco by Capt. Peter Mackie. In 1875 she went North again, calling at Shoalwater Bay on the way up and going from the Sound to Alaska, Captain Gardiner in command. She continued on the northern routes in the service of the Oregon Steamship Company, as the Holladay line was now called, until 1878, when she was purchased by Frank Barnard, who refitted her for the Coos Bay trade, but abandoned the route in 1880 and visited Honolulu, faring so badly that he again placed her on the Coos Bay route, where she was wrecked in September, 1880, soon after leaving Marshfield. The *Gussie Telfair* was one hundred and sixty feet long, twenty-two feet beam, and ten feet depth of hold, with engines thirty by twenty inches.

A regular postal service was inaugurated on the Alaska route in 1869 by the steamer *Constantine*. Her owners, Hutchinson, Kohl & Co., received the mail contract for one year, and in command of Capt. Melville Erskine the steamer made a monthly trip, calling at Port Townsend, San Juan Island, Tonga, Wrangel and Sitka. The steamer *Emma*, which had been on several different lines out of Victoria, principally in the East Coast trade in opposition to the *Sir James Douglas*, made a voyage to Alaska for the Hudson's Bay Company. The *Emma* was built at Victoria by Peter Holmes for Joseph Spratt, then owner of the Albion Iron Works, and never made much of a record as a passenger boat nor remained long in any particular locality. In 1871 she went on a whaling cruise for Captain Spratt, who on her return sold her to T. J. Burns for \$4,500. She had a number of owners after that time, and in 1881 served for a time as a passenger boat between Victoria and Nanaimo, and in 1885 she was towing logs for the Chenamus Mills. She struck a sunken scow in Victoria harbor in 1890 and went to the bottom, but was afterward raised and repaired, and in February, 1891, while *en route* from Victoria to Nanaimo with two scows in tow, during a fog struck a reef inside of Trial Island, and, slipping over it, sank in deep water and became a total loss. Nearly all of the pioneer captains of the Victoria district have commanded the steamer, among them Holmes, Ella, Royes, McIntosh, Ettershank, Douglass, Rudlin, Ramsey, Lucky, Owen, Berry and Glaholme. The *Yukon*, another small sternwheeler, was taken from San Francisco to the Yukon River in 1869 by the brig *Commodore*. She was fifty feet long, eleven feet beam, and drew but fifteen inches of water. She was put together after reaching her destination and was run by Capt. W. H. Ennis, making her initial trip July 4th, with a party of the United States boundary survey, up the river from St. Michaels.

The whaling and fishing industry in the Northwest was becoming of value to Puget Sound and British Columbia, and the schooner *Kate Douglas* made a short cruise to Cortez Island and returned to Victoria with one hundred and fifty barrels of oil. The schooner *Shooting Star* arrived at Port Townsend in November with 25,000 codfish, the first cargo of this kind to enter Puget Sound. The greater part of this industry was still in the hands of San Francisco people. The schooner *Arizona*, Captain Henderson,³² who is said to have been the pioneer in this business, took 45,000 fish off the Choumagin Islands on one trip in 1869. Other San Francisco



CAPT. JOSEPH SPRATT

The next few months were spent on the tug *Fearless*, on Coos Bay bar, but, in the spring of 1862, he went to the Salmon River mines in Idaho. This was an unsuccessful venture, so the Captain returned to San Francisco in October, and spent the winter in the coal and lumber trade between San Francisco and Puget Sound. The following summer four San Francisco pilots bought the pilot-boat *Daniel Webster* and went into business at the mouth of the Yang-tse Kiang. Captain Rogers was employed as sailing master and took the vessel to Shanghai, where he left her to enter the English service as inspector of customs. Upon the breaking out of the cholera, he sailed from Shanghai on the venerable ship *John Jay*. Trouble arose between the Captain and his passengers, and the vessel put into Yokohama, where the American consul took the master and mate off and appointed others in their stead. Captain Rogers became mate, and, after reaching San Francisco, struck out for the mines at Virginia City; but a disastrous experience forced him to return again to the sea, and in 1864 he entered the employ of Captain Renton as master of the bark *Nahumkeag*, and later of the barks *Scotland*, *Huntsville* and *Oakhill*. In 1868 he was employed by Jacob Kamm to take charge of the *George S. Wright*, and, when Ben Holladay bought the vessel in 1869, Captain Rogers was transferred to the steamers *Gussie Telfair* and *Little California*, which he ran for two years on the Alaska mail route. In the latter part of 1872 he again abandoned the sea, and, with John Nation, started a brass foundry, which burned within a year. He subsequently returned to his old vocation, serving as mate on the *Garibaldi*, running to China. A year later he took command of the ship *Enoch Talbot* at San Francisco, which he sailed in the coasting trade until August, 1875, when he came to Seattle, where he has since resided. He was burned out during the fire of 1889, and in July of that year was appointed harbor master.

³² Capt. William Henderson was born in Glasgow, Scotland, in 1835, and went to sea at the age of thirteen. After two years as an apprentice he left the ship at San Francisco in 1852 and made a trip to China on the American clipper *Comet*, subsequently going with her to New York and thence back to San Francisco, where he shipped on the old steamship *Columbia* as a sailor with Capt. William Bell, remaining, however, only a few months. He afterward made several voyages around the Horn, in 1858 joined the bark *Architect* in the coasting trade, and soon afterward went into the fishing industry. He was mate for nearly three years on the schooner *Arizona* with Captain Rutherford, and, on the death of the latter, took command of the steamer, retaining this position for two years and a half. He was also on the bark *Goldhunter* for a season, fishing in the Okhotsk Sea. He commenced running in the Alaska fishing trade in 1867, and followed it for nineteen years, eleven of which were spent in charge of the steamer *Wild Gazelle*, which was lost a year later. In 1874 he built a fishing and trading steamer at Pilot Cove. In 1887 Captain Henderson retired from the Alaska fishing business, and since then has commanded the schooner *Golden Fleece*, the barkentine *Constitution* and the fourmasted schooner *John D. Tallant*, built by him at Oakland in 1891, and in which he owns an interest.

schooners and their catches were as follows: *J. H. Roscoe*, 45,000; *S. H. Merrill*, 45,000; *Amanda Ager*, 35,000; *Wild Gazelle*, 37,000; *Mary Zephyr*, 24,000; *Porpoise*, 36,000; *Sarah Louise*, 29,000; *Daisy*, 13,000; *Potter*, 21,000; and *Scotland*, 40,000.

The *Victoria* was a fine steamer, one hundred and sixteen feet long and twenty-three feet beam, built on the upper Fraser by Mr. Trahey for Edgar Marvin, to run from Big Bar to Quesnelmouth. She was fitted with the engines and boilers from the Lilloet Lake steamer *Prince of Wales*, and began running soon after she was launched in May, continuing on her original route, except at intervals, until 1879, when she was purchased by Capt. John Irving. The Hudson's Bay Company made an effort to bring their steamer *Martin* from Kamloops Lake to the Thompson River, but were forced to abandon the idea, and she was left to await an influx of settlers to supply her with business in after years. Two well known Government vessels were sold at auction in 1869, presumably to enter the merchant service. One of them, the United States revenue cutter *Joe Lane*, fulfilled expectations, her new owner, J. Boscowitz, converting her into a handy little schooner, which he named the *H. M. Hutchinson*; the other was the British gunboat *Forward*, which for years had led a prosaic life, looking after British interests in Northern waters. She was bought by Millard & Beedy of Victoria for \$7,000 and was taken to San Francisco by Captain Sutton, and in the Bay City fitted out as a Central American gunboat. Soon after leaving port she turned pirate, and, flying the Salvadorean flag, in command of the notorious Viscayno, bombarded and looted the city of Guaymas and seized the coasters *San Pablo* and *Colima*. The Mexican

Government asked assistance from both the United States and Great Britain, and vessels were sent out to capture the privateer. After plundering Guaymas she started up the Teacapan River, where she was soon followed by a detachment from the United States steamship *Mohican*. As it was thought she would go but a short distance, the *Mohican* did not follow, but sent six boats with a twelve-pound howitzer and eighty-eight men, who pursued her for forty miles and at last found her hard aground, with nearly all of the pirates behind a battery which they had erected on shore. Fire was immediately opened on the *Mohican's* force, and Coxswain James Donnell and Ensign Wainwright were killed and six men wounded. Lieutenant Bronson of the *Mohican* then boarded the old gunboat, and, thinking it impossible to get her down the river, broke her engines to pieces and burned her to the water's edge. But six men were captured on board, and they were turned over to the Mexican authorities.

Esquimalt received a visit from two French war vessels in 1869, the frigate *La Stree*, Commander Pique, and the gunboat *Lamothequet*, Commander St. Hilliare. H. B. M. ships *Charybidis* and *Satellite* and H. B. M. gunboat *Boxer* were stationed at Esquimalt when the Frenchmen arrived, and the representatives of the two great nations extended due courtesies to each other. The steamer *Leviathan*, which had been used as a private yacht by the Government authorities at Victoria, was sold at auction in November to Edgar Marvin for \$1,320.



CAPT. WILLIAM HENDERSON

The numerous shipwrecks at the mouth of the Columbia River, and the increasing commerce, at last had the effect of securing aid from the State for the maintenance of a tugboat on the bar. Capt. Paul Corno's experience with the *Rabboni* was far from pleasant or profitable, but, in the light of subsequent events, he might almost be regarded as a martyr. He demonstrated the value of a tug at that point, although his efforts were not appreciated until too late to be of service to him. However, in 1869 the Oregon Legislature passed an act appropriating a subsidy of \$30,000 to any one who would establish a tugboat service on the bar and maintain it for five years. This subsidy was to be paid at the rate of \$1,000 per month for the first year, \$500 for the second, and thus decreasing until the \$30,000 had been expended at the expiration of the specified time. Capt. George Flavel, who had enjoyed practically a monopoly of the pilotage business almost from its inception, accepted the offer and at once began work on the steam tug *Astoria*. She was built in San Francisco, at a cost of \$40,000, under the direction of Capt. A. M. Simpson,²³ who was also one of her proprietors. Captain Flavel owned one-half of the steamer, and Simpson, A. Crosby, A. C. Farnsworth and A. D. Wass the remaining interests. The

²³ Capt. A. M. Simpson was born in Brunswick, Me., in 1826, and in 1850 came to the Pacific Coast, where the first vessel in which he was interested was the ship *Birmingham*; but, having little faith in the future of the local marine business, he started her East in the fall. While off the South American coast the *Birmingham* collided with an English ship and was so badly damaged that she put into Valparaiso, where she was condemned and sold. Captain Simpson's first coasting vessel was the brig *Tarquina*. He was also interested in the *Quadratus* and *Potomac*, both well known in early days. Since 1850 Captain Simpson has been steadily adding to his fleet, and since that time has owned all or a controlling interest in more coasting vessels than any other individual or firm operating on the Pacific Coast. He placed the pioneer tug on Coos Bay bar and the first to remain permanently on the Columbia River bar, and at the present time owns the tugs *Astoria*, *Columbia*, *Traveler*, *Printer*, *Cruiser*, *Hunter*, and over a score of sailing vessels. It would be impossible to particularize Mr. Simpson's many marine enterprises, as they have formed by no means a small portion of the marine history of the Northwest, and will be mentioned elsewhere in this work.

dimensions of the tug were: length, one hundred and one feet; beam, twenty-four feet; depth of hold, nine feet six inches; engines from the old Puget Sound steamer *Constitution*, thirty-four by thirty-four inches, with a tubular boiler, eighteen feet long and seven feet six inches in diameter. She was schooner rigged, with no



CAPT. ERIC JOHNSON

pilot-house. Captain Snow was first in command, with John C. Dorcy, engineer. She arrived at Astoria in December, and her initial work was towing the schooners *Humboldt*, *Mary A. Clinton* and *Bell* from Astoria across Cathlamet Bay. The bar pilots carried on the tug were permitted to charge a rate of \$8 per foot on vessels drawing twelve feet, and \$10 for each additional foot beyond that draft. The tug proved profitable almost from the start in the first two years of her existence, receiving, among other perquisites, \$5,000 salvage for towing the *Falkenberg* off a spit at the mouth of the river. The *Astoria* continued running until 1884, when she was sent to San Francisco, where her machinery was removed and the hull rigged as a schooner by W. C. Woods, who sent her on a cruise to the South Sea Islands. Captain Snow ran the tug until 1874, when she was taken by Captain Wass. Following him as master were Eric Johnson,²⁴ M. D. Staples, Dan McVicar, Alexander Malcolm and George C. Flavel.

The new tug *Astoria*, which succeeded the pioneer, is still running, and is owned by A. M. Simpson. Another fine bar tug, the *Escort*, was completed at Marshfield, Or., in 1869. She was built by John H. Howlett and Capt. James Magee²⁵ from a model by J. Pershbaker, who was one of her owners, Howard & Pool, of the

Coos Bay Coal Mines, being interested with them. The *Escort* went to San Francisco under sail, was there supplied with engines by John Lockhead, and made her trial trip February 16th. Her dimensions were: length, eighty-eight feet; beam, twenty-one feet; depth, nine feet. Capt. Parker Butler was her first master, and David I. De Launay²⁶ was one of her earliest engineers. A diminutive tow-boat, named the *Webfoot No. 2*, was built at Portland in 1869 for Lambert and Ham, who ran with her as captain and engineer respectively. She was a propeller with an 8 x 12 inch engine, and was short-lived. The *Mary Bell*, a steamer launched in 1869 by Capt. Robert C. Smith to run as an opposition boat on the Astoria route, was about one hundred feet long and eighteen feet beam, and was

²⁴Capt. Eric Johnson of Astoria was born in Sweden in 1847 and came to the United States when a boy. He sailed on the Atlantic for several years, reaching San Francisco early in the sixties and continuing in the trade between that city and New York until 1863, when he went from San Francisco to Mobile and joined the United States gunboat *Tennessee*, on which he served until the end of the war, when he returned to the Pacific Coast and began running on the old bark *Rainier*, then in the Puget Sound lumber trade. He left the *Rainier* to sail the southern coast in the schooner *H. L. Turner*, and in 1867 went to the Columbia and joined the pilot schooner *California*, remaining with her three years, when he went as second mate on the steamship *California*. After a few months in this work he returned to the Columbia River, piloting on the bar and running tugboats, meeting with success in both callings for an uninterrupted period of eighteen years, during which he witnessed many disasters and in more than one instance was the means of saving life by his timely arrival with his tugboat at the scene of the wrecks. When the Union Pacific took charge of the towing business on the bar, Captain Johnson was given command of the tug *Escort* and ran her for six years, leaving her a short time ago to take one of the company's river steamers.

²⁵Capt. James Magee of Empire City, Or., was born in Ireland in 1841 and began sailing out of British ports in the coasting trade when a boy. In 1856 he was on the bark *Catherine*, from Cardiff, Wales, for New York, when she collided with the bark *Malta* of Liverpool, one hundred miles west of the Grand Banks. The *Catherine* sank immediately, and McGee and others were picked up by the *Malta* and transferred to a fishing smack, which landed them at Provincetown. Magee sailed out of this port for two years coasting and fishing, and in 1859 went to New York to learn shipbuilding, where he remained for four years, then sailed for England and from there to Australia. In the spring of 1867 he arrived in San Francisco and worked for three months on the steamship *Orizaba*, then being rebuilt. He was next employed by John Pershbaker to go to Coos Bay and erect a sawmill, and while there he constructed the tug *Escort No. 1*, schooners *Slaghound*, *Louise Morrison*, and *Ivanhoe*. He subsequently bought the brig *Ida D. Rogers*, which was sunk in eleven fathoms of water inside the Coos Bay bar, and, after spending four months in attempting to raise her, the vessel was abandoned, and he took command of the tug *Escort* in May, 1870, and ran her until she blew up in the winter of 1887. After the explosion he entered the service of A. M. Simpson, running the tug *Columbia* for three years, and going from her to the tug *Hunter*, on which he remained until September, 1893, leaving her to take a coasting steamer.

²⁶David I. De Launay, engineer, was born in Illinois in 1840. He first entered his profession in 1862 on the Umpqua River, where he ran for twelve years on the little iron steamer *Washington*. From the *Washington* he went to the tug *Escort*, on Coos Bay bar, leaving her to go on the *Escort No. 2*, where he remained for three years. He was then on the tug *Mogul* at Port Townsend, and also on the steamers *E. W. Purdey*, *Alice Blanchard*, and *R. P. Elmore*, having visited Alaska twice on the two last mentioned. His last steamer before leaving the water was the *Polittkofsky*, on which he remained eight months. Mr. De Launay is now living at Port Angeles, where he is foreman in the mill.



CAPT. JAMES MAGEE

















Abstract. This paper examines the relationship between the ethical dimensions of a firm's business strategy and its financial performance. We argue that a firm's business strategy can be classified into three types: (1) a socially responsible strategy, (2) a socially neutral strategy, and (3) a socially irresponsible strategy. We propose that a firm's business strategy is positively related to its financial performance. We also propose that a firm's business strategy is negatively related to its financial performance. We test these hypotheses using data from 100 firms. The results show that a firm's business strategy is positively related to its financial performance. We also find that a firm's business strategy is negatively related to its financial performance.

Keywords: business strategy, financial performance, socially responsible strategy, socially neutral strategy, socially irresponsible strategy

In recent years, there has been a growing interest in the relationship between a firm's business strategy and its financial performance. This interest is based on the idea that a firm's business strategy can be classified into three types: (1) a socially responsible strategy, (2) a socially neutral strategy, and (3) a socially irresponsible strategy. We propose that a firm's business strategy is positively related to its financial performance. We also propose that a firm's business strategy is negatively related to its financial performance. We test these hypotheses using data from 100 firms. The results show that a firm's business strategy is positively related to its financial performance. We also find that a firm's business strategy is negatively related to its financial performance.

Introduction

The relationship between a firm's business strategy and its financial performance has been a topic of interest for many researchers. Some researchers argue that a firm's business strategy is positively related to its financial performance. They argue that a firm's business strategy can be classified into three types: (1) a socially responsible strategy, (2) a socially neutral strategy, and (3) a socially irresponsible strategy. We propose that a firm's business strategy is positively related to its financial performance. We also propose that a firm's business strategy is negatively related to its financial performance. We test these hypotheses using data from 100 firms. The results show that a firm's business strategy is positively related to its financial performance. We also find that a firm's business strategy is negatively related to its financial performance.

Business Strategy and Financial Performance

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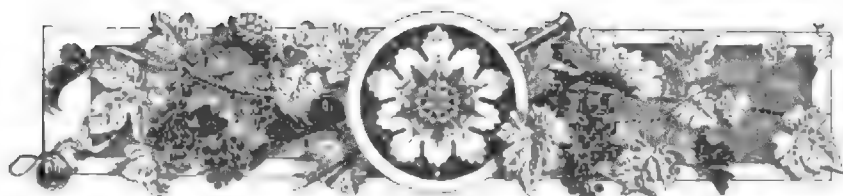


by W. J. Stevens.⁵⁵ The coal and lumber trade of Coos Bay and vicinity furnished employment to a regular fleet of small vessels running to San Francisco, among them being the schooners *Arago*, *Lovel*, *Peacock*, *Flida*, *Clara R. Sutil*, *Coquille* and *Lewis Perry*.

Marine disasters were few in number and not serious in nature in 1872. The steamer *Resolute*, a small towboat built two years before, exploded her boiler at Portland, April 12th, while lying at the wharf at the foot of Morrison Street. She was owned by Hamill and Lewis, the latter acting as engineer. A few minutes before the accident Lewis had looked at the steam gauge, which indicated a pressure of but forty pounds. He then walked ashore, and shortly afterward the steam began blowing off at the safety valve. This caused him to return to the steamer and press the lever of the valve down. No sooner had he done so than the boiler exploded with terrific force, but instead of going upward, as is usually the case, everything went through the bottom of the boat, sinking her almost instantly. Lewis escaped to the dock, but the fireman and Chinese cook were blown out into the river, where they were afterward picked up comparatively uninjured. The steamer was valued at about three thousand dollars and was a total loss. The schooner *Rose Perry* was wrecked on Shoalwater Bay in September.

Notable deaths in the profession in 1872 were Capt. William Irving, the pioneer steamboatman of the Willamette and Fraser rivers, who passed away suddenly at New Westminster, B. C., August 28th. Capt. John Swanson, who came out on the *Cadboro*, and was for many years on the *Beaver* and other Hudson's Bay steamers, died at Victoria, October 23d. Capt. Edward Stamp, who was interested in a number of marine ventures in British Columbia, died in London, November 22d, and Capt. H. B. Lovejoy at Coupeville, Wash. At San Francisco, Fred D. Finch, who ran for some years as purser on his father's steamers on Puget Sound, died December 5th, aged twenty-four years. At Portland, Eph Day, a popular Oregon Steam Navigation purser, died May 5th, aged thirty-nine years.

⁵⁵ W. J. Stevens, shipbuilder, Victoria, B. C., was born in England in 1847. His first marine work in the Northwest was in 1872, when he built the schooner *Elta May* at Westport, Or., afterward taking her to Mexico and selling her to the War Department. He completed the steamer *Westport* for Douglas & West, and, before going to British Columbia, constructed the steamer *Emily Stevens*, with which he engaged in the halibut fishery off Queen Charlotte's Island until stopped by the Dominion Government. In 1878 he built the schooner *Francis Ellen* at St. Helens, and in later years the steamers *Winnifred*, *Vigilant*, *Kildonan*, *Mystery*, *Sadie*, *Swan* and *Mary Hare* at Victoria.













Transportation Company and of the Oregon Steam Navigation Company. The managers of these companies were inclined to be skeptical in regard to his abilities, and would not employ him. Undismayed by this lack of appreciation, Scott interested two or three Portlanders, secured some machinery from an old dredge, and proceeded to build the *Ohio*, the first "light-draft" steamer in the Northwest. The steambotmen who had underestimated his talent watched the progress of the steamer and pityingly informed his financial backers that their experience would not be costly, as they would not lose much more than they proposed to put into the vessel, as she was going to be a cheap affair. The steamer made her initial trip December 12, 1874, going up the river light as far as Eugene City on a draft of eight inches. At Eugene she loaded seventy tons of wheat and returned to Portland, where on arrival the man who had surmounted innumerable difficulties in securing money enough to build his new steamer found that he could then command unlimited capital to construct any kind of steamboat he desired. The *Ohio* was a grand success and fairly coined money from the start, as no other boat on the river could approach within forty miles of the upper Willamette points which she could easily reach. Captain Scott worked economically, and many features of construction gave the *Ohio* an odd appearance. Her pitmans were made of gas pipe, and, when subjected to a severe strain, sometimes bent, making it impossible to move the wheel, and a number of collisions with docks resulted. She had a "wooden wheel," the segments of wood being intended to hold it firmly in lieu of iron circles. When hard pressed these segments frequently dropped out, followed by other portions of the wheel, stopping the steamer and causing the ubiquitous Scott to sing out to the mate, "That damn wheel has broken adrift again; lower a boat and catch it before it gets too far astern." Captain Scott has always been regarded as a master in the art of profanity, and it is stated that this proficiency was acquired while chafing under the delays caused by the gas-pipe pitmans and wooden wheel of the *Ohio*. The steamer was one hundred and forty feet long, twenty-five feet beam, and three feet six inches hold. When Captain Scott followed her with the *City of Salem*, Capt. Sebastian Miller took command, and in 1877 Ernest W. Spencer¹⁰ was in charge. Captains Sherman V. Short,¹¹ John C. Gore,¹² George Gore,¹³ and

¹⁰ Capt. Ernest W. Spencer was born in Ohio in 1852, and received his first lessons in steamboating on the Ohio River, where his father was a well known steamboat master. In search of a new field in which to follow his profession, Captain Spencer came to the Columbia about 1875, and ran on the steamer *City of Salem*. His thorough steamboat knowledge enabled him to rise rapidly from the ranks, and from the Willamette he went to the upper Columbia, running there and on Snake River as pilot with Capt. James W. Troup, afterward taking command of steamers in that section. He also served as master on the middle Columbia and Fraser rivers for a short time. On returning from the Fraser he built the steamer *Gold Dust* above the Cascades, intending to operate her in connection with the *Fleetwood* on the lower river. Before the line was in operation, however, Spencer received a good subsidy from the Oregon Railway & Navigation Company and laid the steamer up. He then purchased the steamer *Salem* and ran her for a short time on the upper Willamette, always finding profitable business, which secured liberal subsidies for his withdrawal from the route. Whenever the Oregon Railway & Navigation Company failed to respond, Spencer either captured all the traffic or made it so unprofitable that they were ready to come to his terms. He put the *Salem* on the Astoria run, towing ships in the busiest part of the grain season, and, before the Oregon Railway & Navigation Company announced its willingness to give him a share of the Willamette trade, they had lost over fifty thousand dollars in towing vessels at rates dictated by Spencer. Soon after this experience, Captain Spencer sold the *Salem* to Capt. George W. Taylor, and constructed the steamer *Cricket*, one of the finest little propellers ever launched on the river. Not finding a suitable route on the Willamette or Columbia, he sent her to Puget Sound, and after running her a short time she was disposed of. When the Oregon Railway & Navigation Company cut off the subsidy on the *Gold Dust*, he sold her to Borthwick & Frain, who brought her to the lower river. Her trip over the Cascades was the roughest ever made by any boat. The diminutive craft was tossed about so rudely that the stay-bolts pulled through the sheets of the firebox, scalding the engineer, Theodore Potts, so that he died shortly afterward. After leaving the river, Captain Spencer was appointed Chief of Police of the city of Portland and made an enviable record, carrying out the law so effectually that the criminal element used money unsparingly to remove him from office. Since then he has devoted his time to looking after his personal interests.

¹¹ Capt. Sherman V. Short was born in Butteville, Or., in 1856, and engaged in steamboating on the steamer *Ohio* with Captain Scott in 1874. He served as a deckhand on the *Fanny Patton*, *City of Salem*, *Willamette Chief* and *Occident* until 1877, and was mate of the *Salem* for about two years, subsequently filling a similar position on the *City of Quincy* and *Willamette Chief*. He next ran as pilot on the *Occident*, *S. T. Church* and *Bonanza*, leaving the latter to take command of the *A. A. McCully*, which he handled for about a year and then had charge of the *Orient*, on which he remained for three years in the Corvallis trade and afterward ran the *Occident* on the same route for a year. He left the employ of the Oregon Steam Navigation Company at this time, and piloted on the Oregon Pacific steamer *Three Sisters* for a few months, subsequently commanding the *N. S. Bentley* for the same company, with whom he served as master on the *William M. Hoag* and *Three Sisters* until September, 1891, when he entered the employ of the Dalles, Portland & Astoria Navigation Company, taking charge of the *Dalles City* between Portland and the Cascades. He left this service in 1894 and again went to work for the Oregon Railway & Navigation Company, running out of Portland on different steamers. Captain Short is a brother of Capt. W. P. Short and of the late Capt. Marshall Short, who was accidentally killed at Astoria a few years ago. He is a practical steamboatman in every respect and has always met with success in his calling.

¹² Capt. John C. Gore was born near Detroit, Mich., in 1853, leaving his home at the age of fifteen to work on vessels running out of Marquette, on Lake Superior, and while so engaged piloted the first boat from Houghton through the canal to the lake. He was mate of a tugboat at the age of sixteen, and while still a boy commanded the same vessel. He moved to Oregon in 1873 and began steamboating on the *Beaver* as deckhand, remaining for a short time and then going to the *Ohio*. He had no difficulty in working up in his profession and was soon in charge of the Government snagboat *Corvallis*, which he ran for a number of years, and subsequently fitted out the new Government steamer *Cascades of the Columbia* and was her first master, his brother Charles working with him as engineer. While in the service of the United States engineers he had charge of nearly all of their vessels and was always very successful. He left this employ to enter that of the Oregon Railway & Navigation Company, taking command of the steamer *Bonanza*. He was on the Willamette for several years, and for a time handled the mail boats on the lower Columbia. When Captain Troup assumed the management of the Columbia & Kootenai Steam Navigation Company, he induced Captain Gore to go into their service and gave him the captaincy of the finest boat, the *Columbia*, and he still remains on the upper river, where he has established a splendid reputation as a swift-water navigator. His success is in a large measure due to his fearlessness and good judgment in handling the steamers in his charge. Since the burning of the *Columbia* he has been in charge of the *Lytton*.

¹³ Capt. George Gore was born in Detroit, Mich., in 1848, and undertook his marine career at the age of fourteen, working on the lakes as a cabin boy. He rose rapidly from the ranks, and at the age of seventeen was mate on a large propeller between Buffalo and Chicago. He continued running there until 1871, part of the time on sailing vessels, but principally employed as quartermaster, mate and master of steamers. In 1871 he left Houghton, Mich., for the Pacific Coast, and on his arrival at San Francisco ran for a short time on the Sacramento River, and also engaged in barging wheat on the Feather River. He afterward shipped as quartermaster on the old *Pacific*, and, after making a few voyages, was appointed second mate. One trip in this capacity



























































purser; James Holland, steward. The passenger rate on the *Orizaba* was \$10.00 and \$5.00, with freight \$2.00 per ton. The Oregon Steamship Company reduced the schedule still further, carrying passengers at \$7.50 cabin and \$3.00 steerage. On Puget Sound and the Victoria route, the steamships *Dakota*, Captain Morse, and *City of Panama*, Captain Seabury, were running regularly. The steamship *Constitution*, Captain Seabury, also made a few voyages north until destroyed by fire in San Francisco in October. The *Alaska* then took her place. The old steamers *Arizona* and *Montana* were condemned in San Francisco, and in November, 1877, were burned on the Sacramento mud flats. The *Alexander Duncan* entered the Siuslaw River, July 6, 1877, and is entitled to all the glory attendant on having been the first steamship to enter that harbor, the steamer *Mary D. Hume*, Capt. James Caughell,²⁸ being a close second.

Sailing vessels built in the Northwest in 1877 were the three-masted schooner *Hueneme*, 346 tons, launched at Port Ludlow, the two-masted schooners *Waialele* and *M. E. Forster* at Port Blakely by Hall Brothers, and the 340-ton schooner *C. H. Merchant* at Marshfield by H. R. Reed. The barkentine *North Bend*, 357 tons, was also built at Coos Bay for A. M. Simpson and was sailed for several months by Captain Houdlette.²⁹ The Columbia River grain fleet for 1877 included a total of eighty-one vessels: thirty-four British, one French and eleven American ships, and twenty-nine British, two American, one French, one Norwegian and two German barks. These vessels were loaded as follows: Corbett & Macleay six, Allen & Lewis eight, J. McCracken & Co. eight, Henry Hewett & Co. twenty-seven, Salem Flour Mills Company two, Rogers, Meyer & Co. eight, N. Ten Bosch seven, Balfour, Guthrie & Co. twelve, N. Ingersoll one, and J. Laidlaw two. The smallest of the fleet was the British bark *Japan*, 394 tons, and the largest the British ship *Beecroft*, 1,626 tons. Thirty-three of the vessels were over 1,000 tons and seventeen over 1,200 tons. Included in the above were three cargoes of flour, the remainder consisting entirely of wheat. While Puget Sound as yet was not engaged in exporting this cereal, her foreign lumber fleet for 1877 was nearly as large in number as the Columbia River grain fleet. Seventy-two cargoes were sent from the mill ports in 1877, and sixty-five vessels engaged in the trade: ships *Erminia*, *Avarz*, *Annie Fish*, *Alexander McNeil*, *Syren*, *Terrisina*, *Little Willie*, *Annibal Hinto*, *Gavilan*, *Union*, *Mathilde*, *General Butler*, *Lota*, *Libbey*, *Sarah*, *Ventus*; barks *Ella*, *Camden*, *Joselfarer*, *Columbia*, *Mariano*, *Rumajio*, *Kedder*, *Ocean*, *Ellen Isabella*, *Orezero*, *Valparaiso*, *Lily*, *Europe*, *Antonia*, *Mirazarpori*, *Adolpho*, *Buena Vista*, *Atalanta*, *San Francisco*, *Marie Velasquez*, *Anita Delfina*, *Transito Alvarez*, *Chidayo*, *Emerald*, *Lizzie Marshall*, *Empress Eugenie*, *Rainier*, *Cakhill*, *Arkwright*, *Frederika Marie*, *Brier Holme*, *Kalakouaw*, *Egermont Castle*, *Coloma*; barkentines *Joseph Perkins*, *Quickstep*, *C. L. Taylor*, *Amelia*, *Fremont*, *W. H. Dietz*, *Emma Augusta*, *Victor*; brigs *Levi Stevens*, *T. W. Lucas*; schooners *Undine*, *Aurora*, *W. L. Beebe*, *Reporter*, *Fixelsior*, *M. E. Foster*. Seventy-two cargoes were carried, some of the vessels making two trips. They were distributed among the following ports: Valparaiso sixteen, Honolulu fourteen, Callao thirteen, Melbourne twelve, Sydney three, Iquiqui three, Adelaide three, New Caledonia two, Tahiti one, Coronel one, Shanghai one, Guaymas one. The cargoes consisted of 37,454,465 feet of lumber, 370,861 pickets, 2,285,500 shingles, 1,120,500 laths and 147 spars.

Fast passages among the Northwestern fleet in 1877 were made by the *Tidal Wave*, Captain Reynolds, which completed five round trips between Puget Sound and San Francisco in five months, and the *Jane A. Falkenberg* sailing from Honolulu to Astoria in twelve days, making a record which is still unbroken. The *Forest Queen*, a Puget Sound built vessel, performed the remarkable feat of making eleven round trips between San Francisco and the Sound in the following time: twenty-six, thirty-one, thirty-one, eighteen, twenty-seven, twenty-eight, twenty-seven, twenty-eight, thirty-two, thirty-four and twenty-four days respectively. She was commanded by Captain Burns. Several fine vessels of the Northwestern fleet made their last port this year, but with the exception of the *W. C. Parke*, which sailed from Port Gamble, August 12th, for Australia and has never been heard of since, the loss of life was small. The *W. C. Parke* was in command of Captain Blackstone, a popular master known all over the coast as "Blackie" (see page 163). The American ship *Commodore*, Capt. Charles Hastorf, from San Francisco for Seattle, stranded two miles south of Tatoosh Island during a strong westerly gale January 10th. A heavy sea was running at the time, and, when the vessel struck, a portion of the rudder was

²⁸ Capt. James Caughell of Gold Beach, Or., was born in Canada in 1835, and came to the Pacific Coast in 1858 as mate with his brother on the schooner *Palestine*. He was then appointed master of the schooner *Pride of the West* and made several trips with her to Shoalwater Bay. In 1869 he built the schooner *Newton Booth*, which he sailed very profitably in the coasting and whaling trade for twelve years, her returns enabling the owners to participate in dividends amounting to \$45,000, earned during eight years. The schooner was finally lost in Clover Bay, Bering Sea. Captain Caughell then took command of the steamer *Mary D. Hume*, which he ran to the Siuslaw River until about 1880, this being one of the first vessels in that trade. He remained with the *Mary D. Hume* for five years, and then left her to take the *Clara Light* on a whaling cruise, after returning from which he was in charge of the tug *Pelican*, on the Rogue and Smith rivers, for about two years. He subsequently ran the steamer *Thistle* on the Klamath, Rogue and Humboldt rivers, and about five years ago took command of the tug *Katie Cook*, with which he is still engaged.

²⁹ Capt. Henry C. Houdlette was born in Maine in 1846, and commenced his maritime life as a boy on the ship *Assyria*, sailing out of Boston. He left the vessel in Marseilles and returned on the American ship *W. S. Lindsey*, which was wrecked inside of Sandy Hook with four hundred emigrants on board. He next made a round trip from New York to San Francisco on the bark *Garribaldi*, and in 1865 came to the Coast as second mate of the ship *Charger*, Capt. J. N. Knowles. At San Francisco he joined the bark *Florence*, in the lumber trade, running as mate for a short time, and afterward served in the same capacity on the ship *Helois*. He was then appointed master of the bark *Scotland*, and has since been in command of the schooner *N. L. Drew*, schooner *Gotama*, barkentines *Oregonian* and *North Bend*, schooner *Maggie Johnson*, sailing the latter vessel in the San Francisco and Tahiti trade for three years. In 1880 Captain Houdlette entered the service of J. D. Spreckels & Co., sailing the brig *J. D. Spreckels* for a year, the barkentine *W. H. Dimond* five and a half years, and then taking the steamship *Australia*, with which he has made over one hundred round trips between San Francisco and the Sandwich Islands. He has been continuously in the Island trade for the past fifteen years.











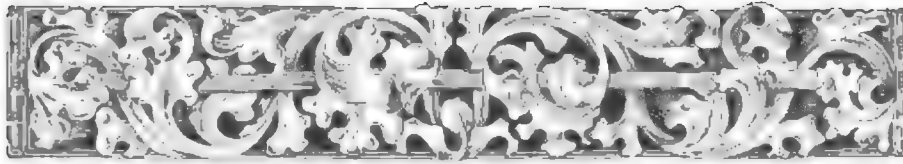




wind died out, and she drifted toward the beach. Both anchors were let go, but the heavy sea parted the chains, and she went high and dry a mile and a half south of the Cliff House. The wreck was sold as it lay for \$1,050. The Oregon clipper *Western Shore* was caught in a similar predicament at the same time, her master losing his life by a falling spar, but the vessel was rescued by the tug *Richard Holyoke*, Capt. John T. Connick. She was not so fortunate a few months later, for July 11th, while *en route* from Seattle with a cargo of coal, she struck on Duxbury Reef and went to pieces in short order. At the time of the accident the clipper was speeding before a strong wind, making twelve knots an hour, and when she grounded the entire bottom on the port side went out, the coal cargo slipping into the sea through the aperture. The *Western Shore* had previously had several hairbreadth escapes, and though she possessed great speed and enormous carrying capacity was never regarded as a lucky ship. Capt. A. M. Simpson, who owned one-half of the vessel, had his portion insured for \$25,000, and Capt. J. W. McAllep carried an insurance of \$6,000 on his one-eighth share. As soon as the vessel struck, Captain Hotchkiss and the crew took to the boats and were picked up by the tug *Wizard*.

The American bark *Osmyn*, Capt. C. S. Simpson, from Seattle for San Francisco with eight hundred and eighty tons of coal, at 3:00 A. M. on January 10th collided with the bark *Aureola*, Captain Malgram, near Point Marrowstone. The weather was thick, with strong southeast squalls. The *Osmyn* was struck on the starboard bow and sank in three minutes, the cook, steward and one seaman losing their lives. The eight survivors climbed aboard the *Aureola*. The vessel was valued at \$20,000 and was owned by Capt. Samuel Blair of San Francisco, who also owned the *Aureola*. The American barkentine *Free Trade*, three hundred and forty tons, Capt. J. G. Merriman, from Port Townsend for Sydney with a cargo of lumber, sprang a leak during a heavy southeast gale, October 21st, and became water-logged, stranding shortly afterward near Quillihute Rocks. The crew remained aboard for four days with nothing to eat, the seas breaking clear over the vessel. They finally abandoned her and with difficulty reached shore, only one life being lost in the attempt, that of Albert Thompson, seaman. The vessel was twelve years old and was valued at \$10,000. The British ship *City of Dublin*, eight hundred and fourteen tons, was wrecked on Clatsop Spit, near the mouth of the Columbia, October 18th. She had made a rattling passage of forty-nine days from Port Chalmers, New Zealand, and, approaching the mouth of the Columbia in the darkness and thick weather, came in too close, and a sudden shift of wind prevented her from getting away from the land. The anchors were dropped, but the chains parted, and she drifted on the beach. The weather was comparatively calm, and, when an unsuccessful attempt was made to float her two weeks later, it was found that she had made less than five feet of water. As she could not be hauled off she was dismantled, and the hull remained in the sand for many years. The *City of Dublin* was valued at \$40,000 and was in command of Capt. David Steven at the time of the disaster. The schooner *Phil Sheridan* was run down and sunk by the steamship *Ancon* during a thick fog, September 15th, about fifteen miles off the Umpqua bar. The crew were saved by the *Ancon*. The schooner *Pacific* was abandoned, January 30th, off the California coast, and the crew were rescued and taken to San Francisco by the *R. K. Ham*. The hull of the vessel afterward went ashore on Vancouver Island. The bark *Kedar*, from Burrard's Inlet for Melbourne, was abandoned off the Friendly Islands, May 18th, the crew escaping on a raft. The steamer *Beaver*, built on the Willamette several years before, was wrecked on the Stickeen River at 7:00 A. M., May 17th. In command of Capt. Nat H. Lane, Jr., she was bound for Wrangel, Alaska, and at a point about sixty miles below Glenora struck a rock. With the exception of her machinery, which was saved in fair condition, she became a total loss. The accident was caused by the failure of the gong to sound the signal to back. The American ship *John Jay*, built in 1821 and honored several years later by having as a passenger the Marquis de La Fayette when he visited America, put back to Port Townsend twice in 1878 leaking so badly that crews eventually refused to go to sea with her. The steamer *Wenat* was sunk on the Skagit River in March, the *A. A. McCully* on the Willamette in June, the steamer *Union* burned on the Fraser July 29th, the *Ohio* sank at Clackamas Rapids in October, the *Almota* near John Day's in December, and the *S. T. Church* in Gervais Slough a few months later. With the exception of the *Wenat* all the sunken steamers were raised and repaired.

The death roll for 1878 included several well known old-timers. Capt. John Cosgrove was accidentally killed at Port Blakely, February 9th, aged forty-seven years. T. J. Winship, for many years chief engineer of the *Shubrick* and afterward lampist for the Pacific Coast lighthouse service, died in San Francisco, March 5th, aged fifty-one years. Daniel W. Lowell, who came to the Coast on the *Massachusetts* and was purser on the *Lot Whitcomb*, *Enterprise* and a number of pioneer steamers, passed away, September 2d, in the same city. There also Captain Johnson, formerly of the *Orizaba* and other northern steamships, started on the long voyage December 31st, and Capt. A. G. Jones, of the steamship *Salvador*, September 23d. Walter Moffatt, owner of the bark *Edward James* and other vessels, died at sea in June, 1878, while *en route* from Honolulu to Tahiti. Capt. Granville N. Blinn, of the ship *Western Shore*, was killed by the parting of a hawser on San Francisco bar, January 25th. Capt. C. N. Nisson, of the schooner *Lizzie Madison*, was drowned at Yaquina Bay, February 18th. Capt. John Martin, of the ship *Dashing Wave*, died in Tacoma, August 24th. He was a native of Rockland, Me., and sailed four years on the *Samoset*.



CHAPTER XIII.

LOSS OF THE STEAMSHIP "GREAT REPUBLIC"—ARRIVAL OF THE "OREGON" AND THE "STATE OF CALIFORNIA"—OREGON RAILWAY & NAVIGATION COMPANY SUCCEEDS THE OREGON STEAM NAVIGATION COMPANY—NUMEROUS SMALL STEAMERS BUILT ON THE COLUMBIA—THE "GEORGE E. STARR" AND "CASSIAR" LAUNCHED AT SEATTLE—LIST OF STEAMERS REGISTERED IN THE PUGET SOUND DISTRICT IN 1879—THE "WESTERN SLOPE" AND OTHER BRITISH COLUMBIA STEAMERS—SHIP "OLYMPUS" BUILT AT SEABECK—SEATTLE COAL FLEET—LOSS OF THE "MARMION" AND OTHER SAILING VESSELS—NORTHERN PACIFIC STEAMER "FREDERICK K. BILLINGS"—THE OREGON RAILWAY & NAVIGATION COMPANY'S FIRST STEAMER, THE "HASSALO"—COOS BAY STEAMERS—STEAMSHIP "COLUMBIA" ARRIVES ON THE COAST—THE "WILLIAM IRVING" AND "PRERLESS"—LICENSED OFFICERS IN PUGET SOUND DISTRICT—NUMEROUS ADDITIONS TO THE STEAMER FLEET ON PUGET SOUND—COLUMBIA RIVER GRAIN FLEET—WRECK OF THE "DILHARRIE," "GENERAL COBB," "DAVID HOADLY," "JOSEPH PERKINS," "THRASHER," "GUSSIE TELFAIR," AND OTHER WELL KNOWN VESSELS.



FOR THE few months of its existence, Pierre B. Cornwall's opposition steamship line was a very prominent factor in the transportation business on the Portland and San Francisco route, but the enterprise came to an abrupt termination early in 1879 when the *Great Republic* was wrecked on Sand Island, at the mouth of the Columbia. The immense business handled by the steamer the preceding year, instead of lessening, gave promise of increasing, and in charge of Capt. James Carroll and Chief Engineer J. Hutton she sailed from San Francisco on her last trip April 16th, with 550 cabin and 346 steerage passengers. She arrived off the Columbia bar at midnight, and the weather seemed so favorable that it was decided to enter at once instead of waiting for daylight. This decision was fatal to the old China liner, and within an hour she had made her last port, grounding on Sand Island, to be leisurely knocked to pieces two days later. The steamer struck so lightly that but few of those aboard knew of the accident at the time, and all were confident of soon being again afloat. Unfortunately the steamer grounded at nearly high tide, and the next tide was so small that she could not float off. Her weight had also severely strained the hull and disarranged the machinery, the injection pipes breaking when the sea fell, and the feed and bilge pumps also refusing to work, permitting the water to gain rapidly when the tide again flooded, and giving the rising waves a full sweep at the house and upper works. When the steamer failed to get away on the first tide, Captain Carroll decided to send his passengers ashore. The crew and a few who still tempted fate remained aboard and were afterward rowed to the island, no accident happening until the last boatload moved away from the wreck at 10:30 A. M. on the twenty-first. A very heavy sea was running, and, in endeavoring to keep the boat properly headed, First Officer Lennon broke the steering oar by putting too much strain upon it, and, before he could regain control, the craft was caught by a breaker and capsized, instantly throwing all of the men into the water. Three of them were fortunate enough to reach the island in safety, but First Officer H. Lennon, William Johnson, J. Conner, Thomas McAvoy, Samuel McMurray, Frank Scott, Albert Hilton, Charles Muretz, Frank Mallory, Charles Bird and James McDermitt were drowned. In the investigation which followed, the following statements were made by the parties directly concerned in the management of the ship. After testifying that he had placed the steamer in charge of Pilot Doig at the automatic buoy at 12:30 A. M. on April 19th, Captain Carroll said:

"There was not a ripple on the water, and we came over the bar under a slow bell all the way, crossing in safety and reaching the inside buoy. The first and third officers were on the lookout with me. I had a pair of glasses and was the first to discover Sand Island and found the bearings all right. I reported it to the pilot, who as yet had not seen it. We ran along probably two minutes,



A number of small steamers appeared on the Willamette and Columbia in 1879, none of them of any great importance. The *General Custer*, a little propeller with a six by six inch engine, was launched at Astoria by R. E. Jackson and ran on the lower Columbia and Shoalwater Bay for several years. The steamer *Howard* was built at Lake River by F. H. Perkins, and the *Magnet* at Cape Hancock by Capt. J. D. Munson, Fred S. Munson working with her as engineer. Two small propellers, the *Dolly* and the *Annie*, were brought up from San Francisco, and a similar craft, the *Luella*, was constructed at Astoria. The *Cleveland*, a small sidewheeler, was completed at Portland by G. W. Simmons. She changed owners and masters quite frequently, and during her career on the river was in charge of Sherman D. Brown,¹⁰ John Nelson and W. W. Nelson. She was sent to Yaquina Bay about 1884. There an historic steam schooner, the *Kate and Anna*, was set afloat in 1879 by Capt. Charles Lutjens, and was employed principally in sealing. A further account of her exploits will be found in the concluding chapters of this work relating to that industry. At Empire City, R. C. Cordes¹¹ constructed the steamer *Bertha* and operated her for many years, Andrew J. Hall,¹² Joseph Herbert¹³ and other Coos Bay marine men serving with her. Charles A. Winchester built the small propeller *Wasp* at Marshfield. The *Wenona*, another diminutive propeller, appeared at Gardiner in 1879. Two steam ferry-boats were built at Portland, the *O. & C. R. R. No. 2* by the Oregon & California Railroad Company and the *Veto* by Capt. W. H. Foster,¹⁴ the *Bell* at Wallula by H. W. Hodgis, and the *Western Queen* at The Dalles by L. P. Jensen. Among the well known vessels which passed out of existence in 1879 were the steamships *John L. Stephens* and *Oriflamme*, and the river steamers *Northwest* and *Luckiamute Chief*. The *Onward* was sent to the Sound. The hull of the *Owyhee*, which Capt. Fred Wilson had brought over Tumwater Rapids in 1878, was floated down to The Dalles by William Johnston and converted into a wood barge. Captain Flanders resigned his position as inspector of hulls in August, 1879, and John P. Ward was appointed to fill the vacancy.

Seattle shipbuilders turned out two fine steamers in 1879, the best of their class which had yet been constructed at that point. The sidewheeler *George E. Starr* was launched at Seattle, August 12th, for the Starr line by J. F. T. Mitchell, making her trial trip October 14th in charge of Capt. Charles Claucey and Engineer Van Tassell. The *Starr* was one hundred and fifty-four feet long, twenty-eight feet beam, and nine feet hold, with a beam engine thirty by ninety-six inches. She performed excellent service on all the Sound routes for ten years, and was commanded at different times by Wilson, Morrison, Roberts, Green,* Jordison, Orr,

⁹ Fred S. Munson, engineer, was born in Oysterville, Wash., in 1860. He is a son of Capt. J. D. Munson, and began steamboating with him on the *Magnet* in 1879, remaining for three years. He was afterward on the *Emma Hayward* and *Alice*, and was engineer on a number of small steamers out of Astoria, leaving there for one season to go on the *Chilcat*, running to Alaska. He next went to the Sound with the *Puritan*, on returning assisted in equipping the *Queen* with machinery, and was then engaged as engineer on the *Wenona*.

¹⁰ Capt. Sherman D. Brown was born in Marysville, Cal., in 1866. He received an engineer's license in 1882 and a year later was given command of the steamer *Cleveland*, being at that time the youngest man in the district holding master's papers. He operated the *Cleveland* for a few years, was then interested with his father in the steamer *Traveler*, and afterward ran the Jefferson Street Ferry. Captain Brown retired from the water several years ago and is engaged in the real estate business in Portland.

¹¹ Capt. R. C. Cordes of Marshfield, Or., was born at Milwaukee, Wis., in 1851, and commenced his marine career on a tugboat owned by his father on Lake Michigan. He emigrated to Coos Bay in 1879, and ran as engineer on the *Bertha* nearly twelve years. He afterward built and ran a small steamer on Coos River, but is now out of the service.

¹² Andrew J. Hall, master and engineer, was born in Polk County, Or., in 1862, and undertook his first marine work on Coos Bay in 1878 as fireman on the steamer *Messenger*. He was next engaged on the steamer *Coos*, going from her to the *Bertha*, where he served as engineer for three years. The *Mink* and *Myrtle* were his next steamers, and he left the latter to take charge of the *Coos*. He also commanded the *Annie*, and has served on the bar tugs *Escort*, *Fearless* and *Sol Thomas*. He was master of the steamer *Cumtux* for a year and has recently held a similar position on the *Alert*.

¹³ Capt. Joseph Herbert of Tacoma, Wash., was born in Dublin in 1844 and began steamboating on Coos Bay in 1879. He was on the steamer *Shubrick* with Captain Crosby for a long time, and from her went to Puget Sound, where he has since been connected with a number of small steamers. He was master of the *Josephine*, burned in North Bay in 1891, and has since had charge of the steamer *Favorite*.

¹⁴ Capt. W. H. Foster was born in Wisconsin in 1845 and came to the Pacific Coast in 1854, sailing out of San Francisco on the ship *California* that year on a whaling voyage. He came north in 1872, was in charge of the Stark Street Ferry for a few years, and then purchased the ferry-boat *Salem No. 2* and placed her on the Vancouver Ferry route, where he ran her for about five years. In the meantime he built the steamers *Veto No. 1* and *Veto No. 2*, selling the former to the Jefferson Street Ferry Company. With John H. Moore he purchased the Salem Ferry about 1881 and two years later the Albina Ferry. In 1886 he disposed of the Vancouver Ferry to the Portland & Vancouver Railway Company, afterward reconstructing the *Albina No. 2* and *Veto No. 2*. He is at present in charge of the *W. S. Mason*, operated by the city of Portland as a free ferry. The *Mason* was built by John P. Steffen from designs by Captain Foster.

* Capt. Leander Green of Hamilton, Wash., was born in New Brunswick in 1847 and arrived on Puget Sound about 1877. He was first engaged on the steamer *Wenon*, of which he was third owner, and was afterward employed on the *Josephine*, *Welcome* and *Nellie*. He was in the service of the Oregon Railway & Navigation Company for about nine years as master on the *Idaho*, *Emma Hayward* and *Schome*. His last command on the Sound was the steamship *Eastern Oregon*, with which he was connected until she burned at Olympia. Since that time he has been living on a farm near Hamilton.



CAPT SHERMAN D. BROWN













the polymerization of vinyl monomers. The reaction is initiated by the presence of a radical species, which attacks the double bond of the monomer, forming a radical intermediate. This intermediate then reacts with another monomer molecule, leading to the growth of the polymer chain. The process continues until the reaction is terminated by a radical scavenger or the depletion of monomers.

The polymerization of vinyl monomers is a complex process that involves several steps. The first step is the initiation of the reaction, which is typically initiated by a radical species. The second step is the propagation of the reaction, where the radical intermediate reacts with monomer molecules to form a growing polymer chain. The final step is the termination of the reaction, which occurs when the radical chain is scavenged or the monomers are depleted.



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bay for many years. Capt. John W. Brown was her first master, and he was succeeded by James Johnson, J. H. Whitcomb, A. M. Sproule,¹⁸ Fred Whitcomb, and a number of others. Will A. Barrows¹⁹ was for a long time engineer.

Other steamers completed in the Willamette district in 1881 were the small sternwheeler *Nellie* by A. Prescott, the propeller *Bertha* by Jacob Hansen, both at Salem, the *Favorite* at Chinook, the *Robert Lincoln* at Portland, and the steam ferries *Albina*, *Salem* and *Jeannette*. The *Nellie* was run by J. L. Smith. The *Henry Villard*, the finest steamer yet built so far inland, was launched at Steamboat Landing, Lake Pend d'Oreille, August 17, 1881. Capt. George Pease superintended her construction and took command on completion, with William L. Button,²⁰ engineer. Capt. E. A. Swift,²¹ at present a well known Puget Sound steamboatman, was one of the crew. The *Villard* was one hundred and fifty feet long, twenty-seven feet beam, and six feet hold, with engines from the *Fanny Patton* seventeen by sixty inches, and was operated in connection with the construction department of the Northern Pacific Railroad. The *City of Salem* and *Salem* were purchased by William Reid, who operated them in connection with the Oregonian Railway. The tug *Mary Taylor* was dismantled, the machinery being used by Z. J. Hatch in the steamer *Yaquina*, and the hull was afterward sold to Capt. James Delgardno, who transformed it into a sealing schooner. A mammoth barge christened the *Ark* was launched at Portland in December by George Weidler. The steamer *Idaho* was piloted over the Cascades, July 11th, by Capt. J. W. Troup.

Steamboat competition on the Fraser River flourished with unabated vigor throughout the year 1881. Capt. William Moore was running the *Western Slope* between Yale and New Westminster, and the *Cassiar* was pitted against her. The *Royal City* was also in the fight. Commodore John Irving built the splendid sternwheeler *Elizabeth Irving*, the finest steamer on the river. She was one hundred and sixty-nine feet long and thirty-three feet beam, with immense power. Her keel was laid at Laurel Point in April, and she was launched in June, making her first run to Yale in September. On her second trip she caught fire at Hope while landing, and was cut loose from the dock in order to save the town. She floated down to Italian Bar, where she stranded and burned to the water's edge. The steamers *Western Slope* and *Cassiar* were coming up the river at the time and made an effort to save the hull by pumping it full of water, but were unable to accomplish their purpose. The *Irving* was in command of her owner, with Charles Jennings, engineer. She cost over \$50,000 and was uninsured. The loss fell rather heavily on Irving, who, undismayed by a misfortune which would have crushed a man of ordinary mold, rallied his forces and began work on other steamers. The *Wilson G. Hunt* was sold to J. Spratt, who put her on the east coast route in place of the *Maude*. Other small steamers in British Columbia waters were the *Evangeline*, a missionary boat built at Bales' shipyard, Tacoma, for the Bishop of New Caledonia. The *Evangeline* was forty-six feet long, ten feet beam, and four and one-half feet hold, and made a number of extended cruises to the outposts of civilization. The *Ada* was running between Nanaimo and New Westminster, the *Iris* in the local trade out of Victoria, and a number of others were following the different routes.

¹⁸ Capt. A. M. Sproule, South Bend, was born in Maine in 1854 and commenced steamboating on Shoalwater Bay on the *Tom Morris* in 1884. He was afterward engaged on the steamers *South Bend* and *Edgar* and is in command of the latter steamer at the present time. Before going to Shoalwater Bay he served for a year as mate of the tug *Hunter* on Gray's Harbor. Prior to coming to the Coast, Captain Sproule had nearly fifteen years' experience in deep-water vessels, sailing out of Maine ports in the African trade as mate and master.

¹⁹ Will A. Barrows, engineer, was born in Carson City, Nev., in 1867, and came to the Pacific Coast in 1880. He was first engaged on the tug *Columbia* at Astoria and has since been employed on the steamers *Novelty*, *Lillian*, *Union*, *Governor Newell*, *General Custer*, *Mountain Buck*, *Restless*, *Edgar*, *South Bend*, *Tom Morris* and *City of Astoria*. He is at present chief of the latter steamer, and has held an engineer's license for six years.

²⁰ William L. Button was born in Massachusetts in 1824 and in early life followed the profession of a locomotive engineer. His first steamboating was in 1869 on the Portland and Astoria route, where he ran on the *Okanagan* with Captain Snow, continued running on the *Columbia*, *Cascades*, *Emma Hayward*, *Rescue* and other boats, and then went to Lake Pend d'Oreille, where he placed the machinery in the *Henry Villard*, continuing with the steamer for two years. He next joined the *Katie Hallett* on Clark's Fork of the Columbia, and, when the Northern Pacific was completed and steamboats were rendered unnecessary in that section, he went to the transfer boat *Frederick Billings*, remaining with her until Ainsworth's bridge was completed, then retiring from the water. He is at present living at Portland.

²¹ Capt. E. A. Swift, Seattle, Wash., son of Capt. J. H. Swift, a pioneer mariner of the Northwest, was born on Whidby Island. Young Swift commenced his marine career on the steamer *Henry Villard* on Lake Pend d'Oreille in 1881, went from there to the Fraser River, where he was engaged on a number of steamers, and afterward to Puget Sound, where he has for several years taken an active part in a number of steamboat ventures. He has commanded the steamer *Mabel* for the past three years.



CAPT. CHARLES TROUP



CAPT. JOHN W. BROWN

THE HISTORY OF THE UNITED STATES OF AMERICA



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expecting to get her over the spit. Their efforts were fruitless, and when a heavy southeast gale drove her farther up on the beach the distress signal was hoisted. The *General Canby* went to the rescue but was unable to render assistance. At 9:00 A. M. on the eighteenth she began to heel over and at 9:30 the ballast shifted. She soon began to part amidships, and at noon the crew succeeded in launching a boat in a damaged condition, which, however, enabled them to reach the tug *Columbia*, and they were conveyed to Astoria. The British bark *Lammerlaw*, 746 tons, Captain Pringle, from Newcastle for Portland with a cargo of coal, went ashore at Leadbetter Point, October 31st, and became a total loss. The master mistook Shoalwater Bay for the mouth of the Columbia and was hard aground before he realized his error. The crew were taken off by Capt. Al Stream and a life-saving crew from the bay, and the vessel went to pieces soon after their departure. Captain Pringle of the *Lammerlaw* and Captain Budd of the *Fern Glen* were both censured by the board of inquiry for the loss of their vessels. The *Lammerlaw* was an iron vessel, three years old, valued at \$70,000. The British bark *G. Broughton*, 803 tons, Captain Payne, from Brisbane for the Columbia River, was one day behind the *Lammerlaw*, and her captain made the same mistake. He anchored on the night of October 31st so close in to Leadbetter Point that early the next morning the rising sea parted the chain, and she was unable to get off shore. When she touched the sands the mizzenmast was cut away but failed to ease her. She remained in an upright position for three or four days, until a heavy southeaster came up and battered her to pieces. The *Broughton* was owned by Peter Iredale and valued at \$40,000. She carried a crew of sixteen men, all of whom reached shore.

The British bark *Edith Lorne*, 803 tons, Capt. William Watt, wheat-laden for Queenstown, was wrecked November 17th while attempting to sail out over the middle sands at the mouth of the Columbia River. The wind died away, and the heavy seas caught her in their trough, so that she struck heavily. The tide kept her moving, with the waves breaking clear over her. Three hours after she struck the sternpost gave way, and she began to leak badly. Capt. Al Harris arrived from Fort Canby with a life-saving crew and rescued all on board. The vessel broke up shortly afterward. The *Edith Lorne* was drawing but eighteen feet of water, while the British ship *Napier*, which passed out ahead of her, was drawing twenty-one feet six inches. The *Lorne* was valued at \$60,000, cargo at \$44,000. The Chilean bark *Twenty-first of May*, 830 tons, Captain Lund, from Valparaiso for Port Ludlow, was wrecked on Bentic Island, opposite Race Rocks, December 10th. She was beating up the Straits when a squall struck her, and in tacking she missed stays and became unmanageable. Anchors were let go but failed to hold, and she drifted stern first on the rocks, the rudder being carried away as soon as she struck. The vessel was formerly called the *Camelia*, and owed her change of name to the victory of the Chileans over the Peruvians, May 21st. The wreck was sold to James Miller for \$600. The schooner *Kate L. Heron*, Capt. Charles Varneberg, from Tillamook to Portland, was wrecked on Tillamook bar, April 27th, while sailing out with a cargo of wool. The crew were saved, but the vessel became a total loss. She was valued at \$2,500 and insured for \$1,000. The sloop *Pilot's Bride*, Capt. C. H. Lewis, from Nestucca for Portland, stranded on Nestucca bar, August 1st, and became a total loss. The American ship *Olympus*, one of the finest vessels ever built in the Northwest, burned at sea in latitude 47° 19', longitude 132° 25', September 14th, while en route from San Francisco for Seabeck in command of Capt. W. F. Edwards, with a crew of twenty-one, and three passengers, all of whom were rescued by the ship *War Hawk*, Captain Hinds. The *Olympus* was valued at \$70,000 and insured for \$40,000. She carried a \$12,000 cargo, which was also fully covered by insurance.

The *Clatsop Chief*, a small sternwheeler, with a scow in tow, was cut in two by the steamship *Oregon* near Willow bar on the Columbia, February 28th, and Henry Aminous, captain of the scow, Andrew Ray, fireman, and John Sonney, deckhand on the steamer, were drowned. The *Chief* was in charge of Capt. W. E. Mitchell¹⁶ and Engineer W. S. Holmes,¹⁷ the latter having a miraculous escape. There were no side doors from the engine-room, and the steamer sank immediately, so that he was obliged to feel his way along the steam pipe under water until he reached the gangway. The steamer was afterward raised and lengthened. The schooner *Emily Stevens*, from Eureka with lumber for Portland, drifted on Clatsop Spit, February 8th, and was abandoned by the crew, who were rescued by the tug *Columbia*, Capt. Eric Johnson. The schooner afterward went out over the middle sands and was picked up comparatively uninjured and towed to Astoria by the *Columbia*. The tug was awarded \$950 salvage, Capt. Eric Johnson, master, \$250. Pilot Hewett, who was aboard, \$205, the engineer \$170, firemen \$80 each, three deckhands and a cook \$75 each. The American bark *Jennie Pitts*, Captain Tervert, from Port Townsend for the Hawaiian Islands, stranded at Mahukona during a heavy gale and became a total loss. The United States surveying steamer *Rodgers* was burned in St. Lawrence Bay, Siberia, and the crew were subsequently rescued by the whaler *North Star*, Captain Owen, transferred to the revenue cutter *Corwin* and taken to Sitka. Among other well known coasters of early days which met their fate in 1881 was the bark

¹⁶ Capt. W. E. Mitchell was born in Oregon in 1856, began steamboating on the *Clatsop Chief* in 1876, and has been connected with towboats owned by Capt. F. B. Jones most of the time since. At present he is on the steamer *Vulcan*.

¹⁷ W. S. Holmes, engineer, was born in Illinois in 1854, began steamboating at Portland in 1876 on the steam scow *Willamette Squaw*, and from this craft went to the *Hydra* in 1880. He was engineer on the latter vessel when she sank in the Clatskanie River with a cargo of telegraph poles, of which the crew made a raft and floated ashore, afterward rigging a windlass, with which they raised the steamer, making a temporary patch with sacks of mud. The telegraph poles were then reloaded and taken to Portland, where a few repairs were made to the house, and the steamer proceeded to the Cascades. She was rather light power for the swift current there and was obliged to make the last half mile of her trip with the aid of two yoke of cattle hitched to the bow, canal-boat fashion. Mr. Holmes was engineer on the *Clatsop Chief* when she was cut in two by the steamer *Oregon* in 1881. The fireman and three others were drowned. Holmes escaped by following the steam pipes from the engine-room to the gangway, and thence feeling his way along the timbers until he reached the door and came to the surface.

...the consumer's decision process. The consumer's decision process is a complex and dynamic process that involves a series of steps and stages. The consumer's decision process is influenced by a variety of factors, including the consumer's needs, preferences, and attitudes. The consumer's decision process is also influenced by the marketing environment, including the availability of information and the presence of competitors.

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river. The business was not confined to down shipments of wheat, for the mail steamers making a round trip each day were loaded to the guards. The mammoth *Wide West*, which her builders had deemed capacious enough for any trade that might develop, left Portland with every available inch of space utilized, and on reaching the Cascades an extra crew in waiting discharged the big cargo, filled her with wheat, and in charge of another crew, which alternated between the *West* and the *Reed*, she was hurried back to Portland. Neither steamer was permitted to cool down except to wash the boilers, when an extra steamer was substituted.

Meanwhile the iron horse was steadily rolling toward the last tie which would unite the upper country with tide water. When the surplus grain had been removed, the glorious days of steamboating on the middle river ended forever, and the best steamers were got in readiness for the plunge to the lower river. The first to go was the *R. R. Thompson*, which shot the rapids June 3d in record-breaking time in charge of Capt. John McNulty, William Johnson, first officer, William Doran, engineer, and George Fuller, assistant. She left The Dalles at 6:10 A. M., passed Klickitat Landing, ten miles below, in twenty-four minutes, White Salmon, about twenty-three miles, in fifty-one minutes, Hood River, twenty-five miles, in fifty-eight minutes, and reached the Cascades, forty-six miles, in two hours and one minute. She remained there a short time and then swung into the stream and entered the swirling and eddying waters under full stroke, making the run to Bonneville in six minutes and forty seconds, passing through the heart of the rapids at the rate of a mile a minute. The trip to Portland was accomplished in two hours and fifty minutes, and she steamed past Ash Street dock at 12:17 P. M. Her actual running time was five hours. The steamer *Mountain Queen*, in charge of Capt. J. W. Troup and Engineer De Huff, followed the *Thompson* to the lower river July 6th, making the run in eleven minutes from the upper to the lower Cascades. The train on the Portage Railroad started at the same time, intending to beat the steamer, but was at least three hundred yards in the rear when they reached the lower Cascades. The barge *Atlas* was brought down the same day by Capt. Fred Wilson, who rigged her with a huge square sail, and she drifted down stern first, reaching the lower Cascades thirty-five minutes after leaving the wharf boat. The *Atlas* stood the trip well and was immediately towed to Portland and went into service alongside a ship the same day. The propeller *Eltina*, which had been leased to the Oregon Railway & Navigation Company as a tender for their construction works, came over the Cascades, June 7th, in charge of Capt. Donald McKenzie, W. E. Campbell, first officer, and Donald Urquhart, engineer. She was roughly shaken up in the big eddy and narrowly escaped a collision with Umatilla Rock. Her steering gear gave way before she reached Bradford's Island, but she made the perilous journey to the lower river in safety.

The Oregon Railway & Navigation Company were having considerable trouble on the Astoria route with Captain Scott's steamer *Fleetwood*. The *Hayward* and *Bonita* were kept at the heels of the little propeller continually, leaving the freight business to be handled by the *Willamette Chief* and *Dixie Thompson*. Capt. Richard Hoyt was master of the *Hayward* until March, at which time he was appointed steamship pilot, and Clark W. Sprague²⁸ took the steamer and ran her until October, when she was sent to the Sound. In February the Columbia River business of the Pacific Coast Steamship Company was transferred to the Oregon Railway & Navigation Company. The magnitude of this traffic is best illustrated by the passenger records, which show that between March 1 and May 15, 1882, 2,420 cabin and 10,429 steerage passengers were carried to Portland from San Francisco. While portions of the Oregon Railway & Navigation road had been in operation for a long time, the first through train did not leave Portland until November 20th. It was in charge of Conductor Ed Lyons, at present superintendent of the North Pacific Terminal Company. The *R. R. Thompson* was used as a transfer boat between Ash Street dock and the east side of the river. Capt. George J. Ainsworth retired from the superintendency of the company October 1st. As a token of the estimation in which he was held, the steamboat employees of the company presented him with a six hundred dollar silver service.

The Portland grain shippers had for a long time been dissatisfied with the tug and pilot service at the mouth of the river, and, with a view to breaking up the monopoly enjoyed by Flavel, the Portland Tug Company was organized in May with the following directors: H. W. Corbett, president; W. S. Sibson, secretary; W. S. Ladd, W. J. Burns, D. P. Thompson, Donald Macleay and Henry Hewett. They purchased the tug *Pioneer*, built in Philadelphia in 1878. She was brought out by Captain Marsden and Engineer John S. Kidd²⁹ and placed on the bar in command of Capt. William Bochau, Kidd remaining with her as chief engineer. The *Pioneer* was a well built iron tug one hundred and seven feet long, twenty-one feet beam, and thirteen feet

²⁸ Capt. Clark W. Sprague is a son of the late Gen. J. W. Sprague, for many years a very prominent figure in transportation circles in the Northwest. The young man's first steamboat experience was on the Columbia River, where he served in different capacities for a few years and was finally given command of the Oregon Railway & Navigation Company's steamers on the Astoria route. He was master of the *Welcome*, *Emma Hayward*, *Wide West*, *R. R. Thompson* and *Willamette Chief*, but was best known on the Columbia through his work on the *R. R. Thompson*, which he handled for a number of years. He retired from the Columbia about 1885 and went to Puget Sound, where he was interested in the new tug *Mogul*, which he commanded for several years, and on disposing of his interests there engaged in business in Tacoma for a short time, returning to the water a few years ago as master of tugboats owned by the Puget Sound Tugboat Company. He is at present in charge of the *Sea Lion*.

²⁹ John S. Kidd is a native of New York and first engaged in the steamboat business on the Hudson River, between Albany and New York, on the steamer *Connecticut*. After coming to the Coast with the *Umatilla*, he left her in 1882 to join the steamer *Dora* at San Francisco, and was next on the *City of Chester*, between San Francisco and Portland. He went East in 1882 and came out with the new tug *Pioneer*, on which he served as chief engineer until 1884, when he again went East and returned with Captain Ackley on the new steamer *Olympian*. During the next three years he was engaged on the *Walla Walla* and *Ancon*, and joined the steamer *Alliance* in 1887, remaining with her for five years. Since that time he has been employed on the dredge *W. S. Ladd* and the tug *Wallowa*.

the United States. The United States is a country of immigrants. The first people to live in North America were Native Americans. They were followed by European explorers and settlers. The United States has a long history of immigration. People from many different countries have come to live in the United States. This has made the United States a more diverse and interesting country. The United States is a country of opportunity. People from all over the world have come to the United States to start a new life. The United States has a lot of jobs and a good economy. This is why so many people want to live in the United States.



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the fact that the marginal abatement cost curve is downward sloping. The fact that the marginal abatement cost curve is downward sloping means that the marginal abatement cost is lower for higher levels of abatement. This is because the marginal abatement cost curve is downward sloping, the marginal abatement cost is lower for higher levels of abatement. This is because the marginal abatement cost curve is downward sloping, the marginal abatement cost is lower for higher levels of abatement. This is because the marginal abatement cost curve is downward sloping, the marginal abatement cost is lower for higher levels of abatement.



Figure 1 shows the marginal abatement cost curve. The vertical axis is labeled 'Marginal Abatement Cost' and the horizontal axis is labeled 'Abatement'. The curve is downward sloping, starting from a high point on the vertical axis and ending at a low point on the horizontal axis. The curve is labeled 'Marginal Abatement Cost' and 'Abatement'.

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regard to the ethical dimensions of the business system, the business system is not only a system of business activities, but also a system of business ethics. The business system is a system of business activities and business ethics.



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The first step in the process of environmental quality assessment is to identify the sources of pollution. This involves a thorough understanding of the local economy and the industries that are likely to be contributing to the problem. Once the sources have been identified, the next step is to measure the level of pollution. This can be done through a variety of methods, including air quality monitoring, water sampling, and soil testing. The final step is to evaluate the impact of the pollution on the environment and human health. This is done by comparing the measured levels of pollution to established standards and by conducting health risk assessments.

Environmental quality assessment is a complex and multi-faceted process that requires a combination of scientific, economic, and social expertise. It is a critical tool for identifying and addressing environmental problems, and for ensuring that our natural resources are protected for future generations. By understanding the sources and impacts of pollution, we can develop effective strategies to reduce emissions and improve the quality of our environment.

The process of environmental quality assessment is often a long and costly one, and it can be difficult to get the necessary funding and support. However, the benefits of a clean and healthy environment are enormous, and it is worth the investment. By taking the time to assess our environmental quality, we can make informed decisions about how to manage our resources and protect our future.

In conclusion, environmental quality assessment is a vital part of any sustainable development strategy. It allows us to understand the state of our environment, identify the sources of pollution, and evaluate the impacts of our actions. By taking the time to assess our environmental quality, we can ensure that our development is sustainable and that our natural resources are protected for future generations.





MEMORIAL SERVICE

The funeral service for Mrs. Elizabeth C. Smith, nee Jones, will be held at 2 o'clock on Monday, May 15, at the funeral home of J. W. Smith, 1215 N. 1st St., in this city. Mrs. Smith was born in the town of Smith, Tenn., and was the daughter of Mr. and Mrs. J. W. Smith. She was married to Mr. J. W. Smith on May 15, 1915. She was a member of the Methodist Episcopal Church, South, and was a devoted wife and mother. She is survived by her husband, Mr. J. W. Smith, and two children, Mr. J. W. Smith, Jr., and Mrs. J. W. Smith. She was preceded in death by her father, Mr. J. W. Smith, and her mother, Mrs. J. W. Smith. The funeral will be held at the funeral home of J. W. Smith, 1215 N. 1st St., in this city.



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the economic consequences of the 1990s and 2000s. The 1990s saw a period of rapid growth in the economy, which was largely driven by the expansion of the services sector. This growth was accompanied by a period of rapid urbanization, as people moved from rural areas to cities in search of better economic opportunities. The 2000s saw a period of slower growth, which was largely driven by the expansion of the manufacturing sector. This growth was accompanied by a period of rapid urbanization, as people moved from rural areas to cities in search of better economic opportunities. The 2010s saw a period of rapid growth in the economy, which was largely driven by the expansion of the services sector. This growth was accompanied by a period of rapid urbanization, as people moved from rural areas to cities in search of better economic opportunities. The 2020s saw a period of rapid growth in the economy, which was largely driven by the expansion of the services sector. This growth was accompanied by a period of rapid urbanization, as people moved from rural areas to cities in search of better economic opportunities.



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feet long, twelve feet beam, and four feet hold. The tug *Tillie*, length fifty feet, beam fourteen feet, and depth seven feet, was launched at Seattle, July 21st, by J. F. T. Mitchell for Captain Salisbury. She was afterward sent to Gray's Harbor, where she is at present running in command of Capt. J. B. Kirkaldie.¹¹ Capt. Simon Randolph¹² built the *Edith R.* and gave her a place in Puget Sound local history as the first steamer to go above Falls City on the Snoqualmie River, his son, Capt. T. B. Randolph,¹³ being interested with him. Other small steamers built on the Sound in 1883 were the *Swan* at Tacoma, *Arrow* at Olympia, *Squak* at Houghton, *Minnie Miller* at Lincoln, *Port Suisun* and *Lone Fisherman* at Seattle, the latter running on the Hood's Canal route. Other additions made to the fleet were the *Quickstep*, which was brought from the Columbia in July in command of Capt. Thomas Doig, and the launches *Hyac*, *Lula* and *Underwriter* from San Francisco. The latter was afterward sunk by the British bark *Latona* at Port Townsend, while in charge of her owner, Capt. J. W. McAllep. The schooner *Planter* was equipped with machinery and ran on the upper Skagit River. The *Eliza Anderson*, after a long period of rest, went into service again in October on the New Westminster route, with Tom Wright, captain, E. W. Holmes, first officer, and O. O. Denny, engineer. The *Cyrus Walker* also emerged from a five years' retirement, in command of W. E. Baker.¹⁴ The Washington Steamboat Company was operating the steamers *Washington*, Captain Jackson; *City of Quincy*, Captain Benson; *W. K. Merwin*, Captain Merwin; and *Daisy*, Captain Bailey. Capt. H. F. Beecher secured the Port Townsend and Bellingham Bay mail route and before obtaining a suitable steamer was obliged to charter the *Biz* at the rate of one hundred dollars per day. He afterward acquired the *Evangel* from Captain Benjamin. The *Gazelle* was sold in July to W. B. Scott & Co. and the *Hornet* to Edward Still.¹⁵

A large number of small steamers came into existence on the Columbia River and in other portions of Oregon and Washington in 1883, but none of the craft were of great importance. The *Lucea Mason*, a sternwheeler one hundred and ten feet long, twenty feet beam, and four feet six inches hold, with engines eleven by forty-eight inches, was launched at St. Helens by the Farmers' Transportation Company of Peki, Wash., of which Capt. Isaac Thomas was the leading spirit. The steamer continued on the Lewis River route for about eight years, sinking occasionally but making a great deal of money for her owners. Thomas commanded the greater portion of the time, and W. G. Weir was also master for several years. The steamer *Governor Newell* was built at Portland for the Shoalwater Bay Transportation Company, and, in charge of James P. Whitcomb,¹⁶ made her trial trip August 26th. She was one hundred and eleven feet long, twenty feet beam, and five feet hold, with engines twelve by forty-eight inches. She ran but little on the route for which she was intended and in 1885 returned to the Columbia, Capt. Charles Haskell running her for a short time. She was purchased by J. C. Trullinger in 1887, and Capt. P. A. Trullinger operated her for a short time on the Westport route from Astoria. She was sold to Capt. Charles O. Hill in 1889 and has since been handled by Capt. Minnie Hill.

¹¹Capt. J. B. Kirkaldie of Hoquiam, Wash., was born in Illinois in 1860. His first marine experience was on the pioneer steamer *Tillie* on Gray's Harbor, of which he was managing owner and master for seven years. He sold his interest in the steamer in 1891, remained in command for another year, and then engaged in farming, making occasional trips since that time.

¹²Capt. Simon Randolph was born in Illinois and has had over a quarter of a century of experience on Northwestern waters. He was given command of the *Fannie* as soon as she was completed at Port Blakely in 1869, and was afterward in charge of many of the pioneer boats on the Sound. In 1868 he assisted Capt. Cyrus Smith in bringing the steamer *Lewiston* over the Cascades, and after going to the Sound was one of the first men to take a boat up to the headwaters of the White and Black rivers. He also ran for a long time on Lake Washington.

¹³Capt. T. B. Randolph, master and engineer, of Seattle, Wash., was born in Colorado in 1860. His first work was on the steamer *Lillie* as engineer in 1881. He was afterward in the same capacity on the *Edith R.* and as master on the *Edith*, in the ownership of both of which he was interested with his father. He was also engaged on the steamer *Clara*, the first on Lake Union, and on the steamer *Fannie*, the pioneer on Lake Washington. He is a son of Capt. S. B. Randolph, the pioneer navigator of Lake Washington, and is at present engaged on the steamer *Maudie*.

¹⁴Capt. W. E. Baker of Port Gamble, Wash., was born in Maine in 1858 and in early years was sailing out of Atlantic ports. His first command on Puget Sound was the steamer *Colfax*, of which he took charge in 1883, remaining with her for five years. He has since commanded the tugs *Cyrus Walker* and *Yakima*, and has been engaged as mate on the *Daisy*, *Goliath* and others.

¹⁵Edwin Still, engineer, of Seattle, Wash., was born in England in 1858 and began steamboating on the *Linnie* on Puget Sound in 1879. He went from her to the tug *Blakely*, and has since followed his calling on the tugs *Seattle*, *Hornet*, *Quickstep*, *Nellie*, *Wasp* and *Biz*.

¹⁶Capt. James P. Whitcomb was born in Ohio in December, 1845, and crossed the plains in a prairie-schooner with his parents in 1847. He is the eldest of a well known family of steamboat captains and was taught the rudiments of the business by his father, who removed from Milwaukie, Or., to Willapa Bay in the fifties. The young man was engaged for several years on small steamers running on the lower Columbia and Shoalwater Bay and also ran as mate and master on towboats owned by Ordway, also working occasionally for the Oregon Railway & Navigation Company. From 1886 to 1888 he had command of the *General Custer* on Shoalwater Bay, and was for a long time master of the *Mountain Buck*, running on the Nasel River and Shoalwater Bay, and on leaving there engaged in the fishery business at Ilwaco, occasionally taking command of small steamers plying around Astoria and the mouth of the Columbia.



CAPT. A. O. BENJAMIN

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...the rice market in the Philippines. The rice market in the Philippines is a complex one, involving a large number of participants, including farmers, traders, and consumers. The market is characterized by a high degree of volatility, with prices fluctuating significantly over time. This volatility is primarily due to the fact that rice is a staple food for the majority of the population, and its production is highly dependent on weather conditions. As a result, any disruption in the supply chain, such as a drought or a flood, can lead to a sharp increase in prices. Additionally, the market is also influenced by government policies, such as subsidies and price controls, which can further contribute to the volatility. The overall structure of the rice market in the Philippines is therefore highly sensitive to external factors, and this sensitivity is reflected in the high degree of price volatility.



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and the police. The police were not able to find any information about the man, and the woman was left with a sense of helplessness. She felt that the police were not taking her concerns seriously and that she was being treated as a victim. She felt that the police were not doing enough to protect her and her children. She felt that the police were not taking her concerns seriously and that she was being treated as a victim. She felt that the police were not doing enough to protect her and her children. She felt that the police were not taking her concerns seriously and that she was being treated as a victim. She felt that the police were not doing enough to protect her and her children.



Participant 1

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the country. The people were not yet used to the idea of a national government, and they were not yet used to the idea of a national flag. The people were not yet used to the idea of a national anthem, and they were not yet used to the idea of a national holiday.



George Washington was the first President of the United States. He was a military leader and a statesman. He was born in 1732 and died in 1799. He was the only President to be elected unanimously by the Electoral College. He was the only President to be elected for two terms. He was the only President to be elected for a third term. He was the only President to be elected for a fourth term.

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Fig. 1
Ethical Leadership
Structure

EL: Ethical Leadership
ELT: Ethical Leadership: Theory
ELR: Ethical Leadership: Research
ELA: Ethical Leadership: Applications

ELB: Ethical Leadership: Business Ethics
ELPA: Ethical Leadership: Public Administration
ELHE: Ethical Leadership: Healthcare Ethics

...and the University of Chicago...



...the University of Chicago...

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...the impact of the 2008 financial crisis on the global economy. The crisis led to a sharp decline in global economic growth, with many countries experiencing recession. This was particularly true for the United States, which saw a significant drop in GDP and a rise in unemployment. The crisis also led to a loss of confidence in the financial system, which resulted in a sharp decline in stock prices and a credit crunch. This in turn led to a global economic downturn that has not yet fully recovered.



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the economy. The model is a dynamic system of four equations in four variables, $\{y, i, r, p\}$, where y is the logarithm of the real wage, i is the logarithm of the real interest rate, r is the logarithm of the real rental rate, and p is the logarithm of the price level. The model is written in the following form:

$$\begin{aligned} \dot{y} &= \alpha(y - y^e) + \beta(i - i^e) + \gamma(r - r^e) + \delta(p - p^e) \\ \dot{i} &= \eta(i - i^e) + \theta(r - r^e) + \phi(p - p^e) \\ \dot{r} &= \zeta(r - r^e) + \xi(p - p^e) \\ \dot{p} &= \lambda(p - p^e) + \mu(y - y^e) + \nu(i - i^e) + \omega(r - r^e) \end{aligned}$$



Figure 1. Dynamics of the model.

THE FUTURE OF THE INDUSTRIAL REVOLUTION

THE FUTURE OF THE INDUSTRIAL REVOLUTION

The industrial revolution has been a defining moment in human history, transforming the way we live, work, and think. From the steam engine to the assembly line, from the factory to the office, the industrial revolution has shaped the modern world. But what is the future of the industrial revolution? Will it continue to evolve, or will it be replaced by a new era of technological innovation? The answer is not clear, but the possibilities are endless.



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John Keble

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the company's 100th anniversary, a 100-year-old building in the heart of the city was renovated and converted into a modern office space. The building, which was built in 1907, is now a state-of-the-art office building with a glass facade and modern amenities. The renovation project was completed in 2006 and cost \$10 million.

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The first of these was the *Enterprise*, a small schooner which was sent to the Pacific coast in 1791. It was the first American vessel to visit the coast of California. The second was the *San Antonio*, a large sailing ship which was sent to the Pacific coast in 1792. It was the first American vessel to visit the coast of Mexico. The third was the *San Carlos*, a large sailing ship which was sent to the Pacific coast in 1793. It was the first American vessel to visit the coast of the Philippines.

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the first of these was the fact that the press was not yet a mass medium. It was a small, elite, and expensive medium, and its readership was limited to a small, educated, and wealthy class. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The second of these factors was the fact that the press was not yet a national medium. It was a local medium, and its influence was limited to a single city or region. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.



WILLIAM LLOYD GAYLEY

The third of these factors was the fact that the press was not yet a political medium. It was a neutral medium, and it did not take sides in political issues. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The fourth of these factors was the fact that the press was not yet a social medium. It was a medium of information, and it did not provide a social space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The fifth of these factors was the fact that the press was not yet a cultural medium. It was a medium of information, and it did not provide a cultural space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The sixth of these factors was the fact that the press was not yet a religious medium. It was a medium of information, and it did not provide a religious space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The seventh of these factors was the fact that the press was not yet a scientific medium. It was a medium of information, and it did not provide a scientific space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The eighth of these factors was the fact that the press was not yet a literary medium. It was a medium of information, and it did not provide a literary space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The ninth of these factors was the fact that the press was not yet a historical medium. It was a medium of information, and it did not provide a historical space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.



The tenth of these factors was the fact that the press was not yet a philosophical medium. It was a medium of information, and it did not provide a philosophical space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The eleventh of these factors was the fact that the press was not yet a legal medium. It was a medium of information, and it did not provide a legal space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The twelfth of these factors was the fact that the press was not yet a medical medium. It was a medium of information, and it did not provide a medical space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The thirteenth of these factors was the fact that the press was not yet a military medium. It was a medium of information, and it did not provide a military space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

The fourteenth of these factors was the fact that the press was not yet a diplomatic medium. It was a medium of information, and it did not provide a diplomatic space for people to interact. This meant that the press was not yet a powerful force in society, and it was not yet able to shape public opinion.

the first time she was in the presence of a man who was not a member of her family. She was very much interested in him, and he was very much interested in her. They were both very kind and generous people, and they were both very much interested in each other. They were both very kind and generous people, and they were both very much interested in each other. They were both very kind and generous people, and they were both very much interested in each other.

THE FIRST TIME SHE WAS IN THE PRESENCE OF A MAN WHO WAS NOT A MEMBER OF HER FAMILY.



MISS MARY WELLS BAKER FOSTER

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agreements, especially those which are not subject to the provisions of the Convention, and to the extent that the Convention is not applicable to those agreements, the Convention shall not apply to those agreements. The Convention shall not apply to any agreement which is subject to the provisions of the Convention, and to the extent that the Convention is not applicable to those agreements, the Convention shall not apply to those agreements. The Convention shall not apply to any agreement which is subject to the provisions of the Convention, and to the extent that the Convention is not applicable to those agreements, the Convention shall not apply to those agreements. The Convention shall not apply to any agreement which is subject to the provisions of the Convention, and to the extent that the Convention is not applicable to those agreements, the Convention shall not apply to those agreements.

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Figure 1. A large cargo ship at sea.

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the family that were never mentioned in the newspaper. The family was not a happy one. The father was a drunk, and the mother was a woman of ill repute. The children were neglected and the family was in a state of constant conflict. The father was a violent man, and the mother was a woman of ill repute. The children were neglected and the family was in a state of constant conflict.



JOHN B. KNIGHT

John B. Knight was a man of many talents. He was a writer, a speaker, and a man of great courage. He was a man who had lived through a great deal of hardship and who had emerged from it with a strong sense of purpose and a desire to help others. He was a man who had seen the world and who had seen the best and the worst of it. He was a man who had been through a great deal of pain and who had emerged from it with a strong sense of purpose and a desire to help others.

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water. The water is then pumped to the surface and treated. The treated water is then pumped to the distribution system. The distribution system is a network of pipes that carry water to homes and businesses. The distribution system is a critical part of the water supply system. It is responsible for delivering water to the point of use. The distribution system is a complex system that requires careful planning and maintenance. It is a key component of the water supply system that ensures that water is available to the public.

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FIG. 1. View of the water tunnel at the University of Illinois

THE NEW YORK TIMES

FRIDAY, APRIL 10, 1942

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the University of Chicago Press, 1962. Pp. 288. \$12.50. ISBN 0-226-00411-1.

It is a pleasure to review a book which is both a contribution to the history of the United States and a study of the American mind. The book is a study of the American mind in the 19th century, and it is a study of the American mind in the 19th century. The book is a study of the American mind in the 19th century, and it is a study of the American mind in the 19th century. The book is a study of the American mind in the 19th century, and it is a study of the American mind in the 19th century. The book is a study of the American mind in the 19th century, and it is a study of the American mind in the 19th century.

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FRANKLIN D. ROOSEVELT

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THE GREAT BRITAIN STEAMSHIP COMPANY'S GREAT BRITAIN CLASS SHIP, THE GREAT BRITAIN, AT SEA. THE SHIP IS SHOWN FROM A DISTANCE, HIGHLIGHTING ITS MASSIVE SIZE AND THE TWO FUNNELS. THE SHIP IS AT SEA ON A CALM DAY, WITH A HAZY SKY.

The Great Britain Steamship Company's Great Britain class ship, the Great Britain, at sea. The ship is shown from a distance, highlighting its massive size and the two funnels. The ship is at sea on a calm day, with a hazy sky.

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the construction of the Great Britain, the first of the new class of ships, was completed in 1951. The ship was built at the shipyard of the Admiralty, and was the first of a class of ships that were built in the 1950s. The ship was built at the shipyard of the Admiralty, and was the first of a class of ships that were built in the 1950s. The ship was built at the shipyard of the Admiralty, and was the first of a class of ships that were built in the 1950s. The ship was built at the shipyard of the Admiralty, and was the first of a class of ships that were built in the 1950s.



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and the film's director, John Ford, who had been a member of the Klan in his youth.



But the film's director, John Ford, who had been a member of the Klan in his youth,

was not alone in his views. Many of the film's writers and producers were also members of the Klan. The film's story was based on a novel by Louis L'Amour, a well-known author of Western fiction. L'Amour was a member of the Klan and had written several articles for the organization's newspaper. The film's script was written by a team of writers, including Ford's frequent collaborator, James Warner Bellah, who was also a member of the Klan. The film's production was supervised by a producer who was also a member of the Klan. The film's success was a testament to the popularity of the Western genre and the influence of the Klan in American culture.

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to be a significant predictor of the dependent variable. The model was tested using the maximum likelihood method, and the results are reported in Table 1. The model was significant, $F(1, 107) = 10.12, p < .001, \eta^2 = .09$. The regression coefficient for the independent variable was significant, $\beta = .0001, t(107) = 3.12, p < .001$. The regression equation is $Y = .0001X + 1.00$, where Y is the dependent variable and X is the independent variable.

The regression analysis indicates that the independent variable is a significant predictor of the dependent variable. The regression coefficient for the independent variable is positive, indicating that as the independent variable increases, the dependent variable also increases. The regression equation is $Y = .0001X + 1.00$, where Y is the dependent variable and X is the independent variable. The regression coefficient for the independent variable is significant, $\beta = .0001, t(107) = 3.12, p < .001$. The regression equation is $Y = .0001X + 1.00$, where Y is the dependent variable and X is the independent variable.

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Figure 1: Industrial facility along a waterfront.

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The Puget Sound & British Columbia lumber and the Columbia River grain and flour fleet were about the same as during the previous year. The latter included seventy-five vessels, the largest of which was the British ship *Clan Buchanan*, 2,072 tons, and the smallest the British bark *Arica*, 480 tons. Sixty-two of the vessels were over 1,000 tons, twenty-nine over 1,300, sixteen over 1,500, eight over 1,700, four over 1,900 and three over 2,000. Four grain cargoes were also shipped foreign from the Sound: the British bark *Madeira*, 845 tons, ship *Wendur*, 1,982, American ship *St. David*, 1,536, and *St. Francis*, 1,811. An important arrival was the first vessel to load at an English port for Puget Sound, the American ship *Carondelet*, Capt. W. F. Stetson, at Port Townsend, March 14th. The British ship *County of Merioneth*, one of the Portland grain fleet, had an exciting race against time in 1887. She left Astoria in the morning and anchored in the Portland harbor limits in the evening, five minutes before her charter expired, thus saving over \$7,000 for her owners. She was towed as far as Kalama by the *Ocklahama* and from there into Portland was assisted by the *Dixie Thompson*, both steamers running wide open all the way. Sailing vessels built in the Northwest in 1887 included the following: At Port Blakely—barkentines *Robert Sudden*, one hundred and sixty-seven feet long, thirty-seven feet seven inches beam, fourteen feet two inches hold, tonnage 616; *S. G. Wilder*, one hundred and sixty-six feet eight inches long, thirty-seven feet three inches beam, fifteen feet hold, tonnage 604; schooners *Lizzie Vance*, one hundred and forty-eight feet long, thirty-six feet one inch beam, eleven feet three inches hold, tonnage 434.97; *Fred E. Sander*, one hundred and fifty-seven feet long, thirty-seven feet one inch beam, eleven feet three inches hold, tonnage 463; *F. S. Redfield*, one hundred and fifty-nine feet six inches long, seventeen feet four inches beam, eleven feet four inches hold. At Port Ludlow—schooner *W. F. Jewett*, one hundred and fifty-five feet seven inches long, thirty-seven feet seven inches beam, twelve feet hold, tonnage 452.49; four-masted schooner *Kitsap*, tonnage 755.84. At Port Townsend—schooner *Zampa*, one hundred and forty-three feet long, thirty-six feet beam, ten feet four inches hold. At Hoquiam—schooners *Volunteer*, one hundred and twenty-eight feet four inches long, thirty-eight feet nine inches beam, twelve feet hold, tonnage 570.55; *Pioneer*, one hundred and thirty-eight feet five inches long, thirty-six feet three inches beam, twelve feet five inches hold, tonnage 397.

A perusal of the wreck reports as chronicled in these pages will impress even the casual reader with the singular fact that, from the time when the *Machigone* and *Lord Raglan* sailed to their unknown fate, and Clatsop Beach was strewn with the bodies of the victims of the *General Warren*, to the winter of 1894-95, when the *Ivanhoe*, *Keweenaw* and *Montserrat* carried their entire crews to a common grave somewhere in the depths of the ocean, the greatest marine disasters of the Northwest have seldom come singly. It is a question whether this is due to periodical relaxations of vigilance on the part of the brave men who "go down to the sea in ships," or whether at irregular intervals the Pacific belies its name and sweeps out of existence the adventurous spirits who for years have floated safely on its bosom. However, the fact remains that the Northwest has suffered from several of these epidemics of marine disaster. An epoch of this nature began in September, 1886, when the bark *Sierra Nevada* sailed from the Sound for San Francisco and was never heard from. A few months later the *Harvey Mills* foundered off Cape Flattery, only two escaping, and in April, 1887, the *St. Stephens* was lost off Vancouver Island, not one surviving to tell the story of the last struggle with the waves.

The American ship *Eldorado*, from Seattle for San Francisco, foundered off Cape Flattery, April 1st, leaving but two survivors. She left the Queen City in tow of the tug *Tyee*, March 29th, with 1,900 tons of coal aboard and the following crew: S. L. Humphreys, master; Charles Wilson, first mate; Charles Erickson, second mate; Samuel Lehtormann, carpenter; (unknown), steward; Fred Mills, cabin boy; Peter Peterson, John Christiansen, James Scott, Fred Nelson, Charles Hill, James Carlson, Peter Miller and Michael Anderson, seamen. She encountered a terrible southeast gale soon after leaving the cape and sprang a leak April 1st. The pumps were unable to keep her free, and at 8:00 P. M. she laid over and would not recover. While in this position two or three large seas boarded her and sent her to the bottom. The second mate and three seamen, who were on top of the after-house, made a raft on which they floated away from the rest of the wreckage. Erickson and one of the seamen perished from exposure on the second, and Peter Miller and Michael Anderson were picked up soon afterward by the schooner *Fannie Dutard*, Capt. Dan Farley, and taken to Tacoma. The *Eldorado* was of 1,076 tons register and fifteen years old. She was owned by A. M. Simpson, William Patterson, H. E. and Thomas Pennell. The American ship *St. Stephens*, from Seattle for San Francisco with a cargo of coal, was lost on the west coast of Vancouver Island about April 9th, all on board perishing with her. Captain Douglass was accompanied by his wife and three children and a crew of seventeen. Details of the disaster will never be known, as nothing was seen of the vessel, after she left Cape Flattery, until some Indians saw her strike a reef off Kyuquot Sound on the evening of April 9th. The next morning a small portion of her hull was all that was visible above the water. Two Whitehall boats washed ashore, one of them badly damaged and the other comparatively uninjured. The heavy sea which was running at the time had undoubtedly rendered any attempt to escape by such means useless. Several days after the wreck a compass case containing the private

on the Cœur d'Alene Lake steamer *General Sherman* with Captain Sorenson, going from her to the propeller *Idaho*, now on Kootenai Lake. He subsequently spent a few months on the steamer *Cœur d'Alene* and then went to Alaska for a year and a half. In 1887 he was employed for a short time on steamers between San Francisco and Portland and then returned to the interior, where he repaired the engines on the Pend d'Oreille Lake steamer *Prescott*. He then served on the *Blue Bell*, owned by Dr. Hendrix. In the fall of 1888 he went to Kootenai Lake and placed the machinery in the *Galena*, where he was engaged as chief engineer four years, leaving her to enter the employ of the Columbia & Kootenai Steam Navigation Company.

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the 1990s, the United States has been the largest donor of ODA to the world. The United States has also been the largest donor of ODA to the least developed countries (LDCs). The United States has provided ODA to the LDCs for more than 40 years. The United States has provided ODA to the LDCs in a variety of ways, including through bilateral aid, multilateral institutions, and through private voluntary organizations (PVOs). The United States has provided ODA to the LDCs in a variety of ways, including through bilateral aid, multilateral institutions, and through private voluntary organizations (PVOs).

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Author's portrait

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THE UNIVERSITY BUILDING



DR. JOHN D. COOPER

The building was completed in 1892 and was the first of its kind in the United States. It was designed by the architect John D. Cooper, who was also the first president of the University of Chicago. The building was a landmark in the history of the university and the city of Chicago.

Dr. John D. Cooper was a prominent figure in the history of the university. He was the first president of the university and served in that capacity from 1892 to 1897. He was a man of great vision and leadership, and his tenure was a period of rapid growth and development for the university.

The building was a symbol of the university's commitment to excellence and its role as a center of learning and research. It was a place where many of the university's most important achievements were made, and it remains a source of pride and inspiration for the university today.

the polymerization of styrene, methyl methacrylate, and acrylonitrile. The polymerization of styrene and methyl methacrylate is initiated by the same species, but the polymerization of acrylonitrile is initiated by a different species. The polymerization of acrylonitrile is initiated by a species that is formed by the reaction of the initiator with the monomer. The polymerization of acrylonitrile is initiated by a species that is formed by the reaction of the initiator with the monomer.

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Figure 1. [Illegible text]

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James Hogg (1770–1835)

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the business system. When firms are viewed as part of a system, they are not seen as isolated entities but as interconnected and interdependent. This perspective allows us to understand the complex relationships between different stakeholders and the overall business system. The business system is a complex network of relationships and interactions between various stakeholders, including customers, employees, suppliers, and the community. Each stakeholder has its own interests and needs, and the business system must balance these interests to achieve its goals.

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the 1980s, the health care system was in a state of crisis. The government had a difficult time financing the health care system, and the system was in a state of disrepair. The government had to take a number of steps to reform the health care system. In 1983, the government introduced a new health insurance system. This system was based on a social insurance model, where the government was responsible for financing the health care system. The government also introduced a number of other reforms, including a new health care financing system, a new health care delivery system, and a new health care regulation system. These reforms were aimed at improving the efficiency of the health care system and ensuring that all citizens had access to health care.



The reforms were implemented over a period of several years. The government was able to stabilize the health care system and ensure that all citizens had access to health care. The reforms were a major step towards a more equitable and efficient health care system. The government's commitment to health care reform was a key factor in the success of these reforms. The reforms were a landmark achievement in the history of the health care system.

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the market. The market is a complex system of interactions between many different actors, and it is difficult to predict its future. However, there are some trends that are likely to continue in the future. For example, the market is likely to continue to be dominated by large, established companies. This is because these companies have the resources and experience to compete in a global market. Additionally, the market is likely to continue to be characterized by high volatility. This is because the market is highly sensitive to changes in economic conditions and investor sentiment.



Dr. [Name]

Another trend is the increasing importance of technology in the market. This is because technology is driving innovation and creating new opportunities for growth. For example, the rise of e-commerce has created a new market for online retailers. Additionally, technology is making it easier for companies to reach global markets. This is because technology is reducing the barriers to entry for international trade.

Overall, the market is likely to continue to be a dynamic and competitive environment. Companies that are able to adapt to changing market conditions and embrace innovation will be the most successful. Additionally, investors should be prepared for volatility and focus on long-term growth opportunities. The market is a complex system, but by understanding the trends and forces that are shaping it, we can better navigate the future.

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the 1870s, the Emeralds were the only British merchant ships to be built in the United States. The Emeralds were built in the United States because of the high quality of the American shipbuilding industry and the fact that the United States was a major supplier of raw materials for the British Empire. The Emeralds were built in the United States because of the high quality of the American shipbuilding industry and the fact that the United States was a major supplier of raw materials for the British Empire.

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EMERALD STEAMSHIP COMPANY

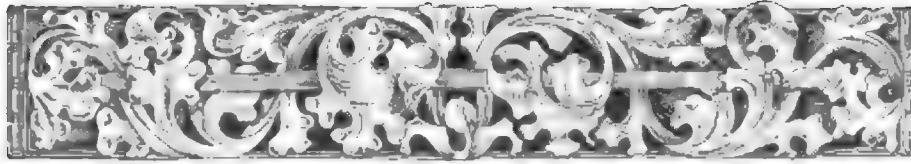
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CHAPTER XVIII.

THE PUGET SOUND & ALASKA STEAMSHIP COMPANY—STEAMERS "STATE OF WASHINGTON" AND "FAIRHAVEN"—ADDITIONS TO THE SOUND, SHOALWATER BAY AND GRAY'S HARBOR FLERT—TUGS "LORNE," "ALERT," "ACTIVE," "TRIUMPH," "WALLOWA" AND "PRINTER"—STREAMERS "DELAWARE," "G. W. SHAVER," "IONR," "MODOC" AND "NO WONDER"—STEAMSHIPS "HAYTIAN REPUBLIC," "CORONA," "CITY OF TOPEKA" AND "CITY OF PUEBLA"—STRIKE AMONG THE NORTHWESTERN STEAMBOATMEN—END OF THE "ALASKAN"—TUG "FEARLESS" WRECKED—LOSS OF THE "ANCON" AND "IDAHO"—STREAMERS "J. B. LIBBY," "DESPATCH," "BEK," "NEPTUNE" AND "NORTH BAY" BURNED ON THE SOUND—"CLAN MACKENZIE" SUNK BY STEAMSHIP "OREGON"—STREAMERS "CITY OF KINGSTON" AND "CITY OF SEATTLE"—SEATTLE STEAM NAVIGATION & TRANSPORTATION COMPANY—STERNWHEELERS "BAILEY GATZERT" AND "GREYHOUND"—UNION STEAMSHIP COMPANY OF VANCOUVER—BRITISH COLUMBIA STEAMERS "MYSTERY," "CHIEFTAIN," "THISTLE," "STANDARD" AND "EARLE"—COLUMBIA & KOOTENAI STEAM NAVIGATION COMPANY—STEAMER "LYTTON"—CANADIAN PACIFIC'S ORIENTAL LINERS "PARTHIA," "BATAVIA" AND "ABYSSINIA"—STEAMSHIP "ALICE BLANCHARD"—SHIP "THERMOPYLÆ"—DISAPPEARANCE OF BARK "NELLIE MAY" AND SCHOONER "DOUGLAS DEARBORN"—WRECK OF THE STEAMSHIP "SARDONYX," BARK "ATALANTA," SHIP "STRAUN" AND OTHER VESSELS.



MORE THAN A SCORE of fine steamers came into existence on Puget Sound in 1889, and the Columbia River and Victoria districts also received numerous additions to the steam fleet. Several new steamships appeared in the coasting service, the number of vessels engaged in the Sound lumber trade was the largest up to this time, and marine business flourished in all its branches. The remarkable growth of this traffic on the inland sea is best shown by the records, which give a total of 892,000 passengers carried by Sound steamers in 1889. The most important event of the year was the organization, September 17th, of the Puget Sound & Alaska Steamship Company, the successor of the Washington Steamboat Company, started in a very humble manner a few years before by Capt. D. B. Jackson. The new company was capitalized at \$600,000, with headquarters at Utsalady, and its stockholders were: D. B. Jackson and Watson C.

Squire of Seattle; Charles H. Prescott, Isaac W. Anderson and George Brown of Tacoma; Colgate Hoyt and J. M. Bookman of New York. As in the old corporation, Jackson was the prime mover, and, realizing that the fleet then in operation was inadequate, he immediately went East, purchased the Hudson River steamer *City of Kingston*, and placed an order for a companion ship, the *City of Seattle*, two steamers which would be a credit to any port in the world.

The Pacific Navigation Company set afloat the fine sternwheel steamer *State of Washington* at Tacoma. She was built by John J. Holland and was launched with steam up, her wheel beginning to revolve as soon as she struck the water. The *State* is one hundred and seventy feet four inches long, thirty-one feet three inches beam, and seven feet hold, and made her trial trip July 12th, going from Tacoma to Seattle in one hour and thirty-five minutes, which at that period was nearly record time. The steamer has been actively engaged in the service of her original owners since her completion, most of the time on the Bellingham Bay route. She was for a long while commanded by Capt. Henry Bailey, and has also been handled by Captains Harry K. Struve,¹ G. H.

¹Capt. Harry K. Struve of Seattle was born in Vancouver, Wash., in 1863. His first marine experience was on the ship *Oriental*, sailing from Puget Sound to Australia. On reaching the Antipodes he sailed for a short time in the coasting business, then returned to the Sound, and began steamboating in 1881. He served as mate and master on tugboats for a number of years and was first in command of the steamer *Flyer* upon her arrival at Seattle. He afterward took the steamship *Haytian Republic* and ran her until her owners lost her through their smuggling operations. Captain Struve then went back to Puget Sound and handled the Pacific Navigation Company's steamer *State of Washington*, resigning after a few months' service and going to Alaska in the spring of 1895 to take charge of a steamer on the Yukon River.

length eighty-six feet two inches, beam fourteen feet eight inches, depth three feet five inches, at Mt. Vernon; *Mollie Bleaker* at Tacoma, *Albert Lea* at Gig Harbor, *Advance* at Whatcom, *Edna* at Olympia, *Isabelle* at Hood's Canal, *Thistle* at Blakely, *Mascotte* at Seattle, *Vixen* at Maple Grove, and *Utsalady* at Utsalady. The Sound fleet was further increased in 1889 by the *Lillian*, built at Astoria in 1883, the *San Juan* at Portland, the *Katie* at San Francisco, and the *Prospect*, a steam launch brought from the East. On Gray's Harbor the steamer *Montesano*, length one hundred and ten feet, beam twenty-three feet, depth of hold five feet, was constructed at Cosmopolis; the tug *Printer*, length ninety-seven feet five inches, beam twenty-two feet, depth ten feet four inches, at Hoquiam; the *Wishkah Chief*, a small sternwheeler, at Aberdeen; and the *Filma*, length seventy-four feet, beam eighteen feet two inches, depth three feet five inches, at Cosmopolis. Shoalwater Bay steamers in 1889 were the *Volga*, *New York*, *Cruiser*, *Favorite*, *South Bend*, *Tom Morris*, *Rustler*, *Tillie*, *Hunter* and *Traveler*. The tug *Lorne* was the best marine production of the Victoria district in 1889. She was launched at Victoria, June 4th, making her trial trip August 28th in charge of Captain Christiansen and Engineers Fowler* and Hickey. She is about one hundred

and fifty feet long, twenty-five feet beam, fourteen feet hold, with triple compound engines. Captain Christiansen was succeeded by his son, and Capt. Samuel Randall was master a short time. For the past two seasons she has been handled by Capt. L. P. Locke.¹ The tug *Alert*, a propeller of about forty-five tons register, was launched at Victoria in 1889 and run for several years by Captain Clarke. The steamers *Spallamatcheen*, *Lady Dufferin* and *Marion* were plying in the lake districts of British Columbia, and the *Victoria* was out of service. The tug *Active* was also added to the Victoria fleet. She was a good-sized propeller and has recently been in the towing service in charge of Capt. Donald Patterson and Chief Engineer John H. Gray. Capt. Asbury Insley launched the *Delaware*, length one hundred and thirty-six feet, beam twenty-seven feet, depth of hold five feet, at New Westminster in May. The *Delaware* was a handsome steamer, but was not a success financially, and her machinery was removed at Vancouver in 1894. Other steamers in British Columbia this year were the *Falcon* and *Northern Chief*. The *Isabel*, again in service, was running to Comox, Nanaimo and Vancouver in command of Capt. J. P. Bendrodt. The *Amelia* was sold at auction July 17th, Capt. J. G. Cox being the purchaser.

The finest steamer built on the Willamette in 1889 was the *G. W. Shaver*, launched at Portland for the People's Trading Company, the name under which the Shavers were operating. The *Shaver* was constructed to replace the *Manzanillo*, which had become too

small for the Clatskanine trade. She is one hundred and forty-five feet long, twenty-eight feet beam, and five feet six inches hold, with engines sixteen by sixty inches, and was equipped with Turner's steam steering gear, a donkey engine for hoisting freight, and all modern improvements. She was put in commission June 22d in command of Capt. James W. Shaver, with Henry Pape, engineer, Lincoln Shaver, pilot, and was the best steamer ever operated on that route. She was withdrawn about a year ago and has since been employed on other routes. The *Lone*, length one hundred and thirty feet four inches, beam twenty-four feet, depth of hold five feet six inches, with engines fourteen by seventy-two inches, was set afloat at Portland, July 30th, for Capt. W. S. Buchanan, who operated her on the Portland and Washougal route until 1892, when he sold her to the Hosford Brothers of Mount Tabor, Or. The elder, Olin W. Hosford, took command of the steamer, and while in his charge she has sunk and been raised several times. She has lost much of her speed, but when she was launched few boats on the river could pass her. John Douglass was her first engineer, and Frank Brunger has been for several years in charge of her engines. The steamer *Modoc*, built at Portland in 1889 by J. H. Steffen for the Oregon Railway & Navigation Company's Willamette service, is one hundred and forty-two feet long, thirty feet one inch beam, and four feet four inches hold, with engines fourteen by sixty inches. She made her trial trip to Oregon City.

*Jasper Fowler of Victoria, B. C., was born in Leith, Scotland, in 1857, came to Victoria on H. M. S. *Triumph* in 1879, and was there transferred to H. M. S. *Rocket*, with which he remained for two years. He then left the service and joined the steamer *Woodside* as engineer. He was afterward connected with the *Grappler*, *Sardonyx*, *Beaver* and *Pilot*, and assisted in building the machinery for the tug *Lorne* and placing it. When she was launched he was appointed guarantee engineer by the builders for twelve months, at the expiration of which he was engaged by R. Dunsmuir & Co., owners of the *Lorne*, to remain with the steamer permanently. Three years afterward he became master mechanic for the Esquimalt & Nanaimo Railway.

¹Capt. L. P. Locke was born in Halifax, Nova Scotia, in 1852, and commenced a seafaring life at the age of sixteen, running to the West Indies with his father, Capt. Eben J. Locke. He was subsequently engaged in the coasting trade and ran as mate and master on the Western Ocean, going thence to Antwerp, where he entered the employ of the Red Star Line Steamship Company, remaining from 1882 to 1889 as third and second officer while in their service, securing hydrographic data to assist in making pilot charts for the North Atlantic. On leaving the Red Star line he went to British Columbia as first officer on the steamship *West Indian* and was with her during her exciting episodes at Iquiqui. On returning to British Columbia he took command of the steamship *Wellington* for a few trips during the absence of Captain Salmond, was afterward first officer on the *Lorne* for a short time and was then appointed master of the tug.



CAPT. L. P. LOCKE

the polymerization of styrene in benzene solution at 60°C. The polymerization was carried out in a 100-ml. three-necked round-bottomed flask equipped with a mechanical stirrer, a nitrogen inlet, and a thermometer. The monomer and solvent were degassed by bubbling nitrogen through the solution for 15 min. The initiator was added to the solution through the nitrogen inlet. The reaction mixture was stirred for 10 min at 60°C before the addition of the monomer. The polymerization was carried out at 60°C for 10 min. The polymer was precipitated into methanol and dried under vacuum at 60°C for 24 h.

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...the fact that the small business sector is the backbone of the economy, and that the government has a responsibility to support it. The government should provide a variety of services to small businesses, including technical assistance, financial assistance, and marketing assistance. The government should also create a favorable regulatory environment for small businesses, and should work to reduce the burden of taxes and other costs. Finally, the government should promote the growth of small businesses by providing a variety of incentives and support programs. The government should also work to create a more competitive environment for small businesses, and should work to reduce the barriers to entry into the market. The government should also work to create a more supportive environment for small businesses, and should work to reduce the burden of taxes and other costs. Finally, the government should promote the growth of small businesses by providing a variety of incentives and support programs.



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Fig. 1. (a) Author.



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...the first of the new buildings, the Old Chapel, was completed in 1892. It was a landmark in the history of the University, and its completion marked the beginning of a new era in the history of the University.

The Old Chapel was a masterpiece of architecture, and its completion was a great triumph for the University. It was the first of a series of buildings that were to be built on the campus, and its completion marked the beginning of a new era in the history of the University.



Portrait of a man in a suit and tie.



The man in the portrait was a prominent figure in the history of the University. He was a leader in the movement for the founding of the University, and his efforts were instrumental in the establishment of the institution.

His contributions to the University were many, and his leadership was essential in the early years of the institution. He was a man of vision and determination, and his efforts were rewarded with the founding of the University of Chicago.

The University of Chicago has a rich and varied history, and its growth has been the result of the efforts of many individuals. The man in the portrait was one of the most important of these individuals, and his contributions to the University are remembered and appreciated to this day.

...the world is a vast, interconnected system of people and things, and the history of the world is the story of how this system has evolved over time. The science of the history of the world is the study of the processes that have shaped the world as we know it today. This includes the study of the physical world, the social world, and the cultural world. The science of the history of the world is a multidisciplinary field that draws on the methods and theories of many different disciplines, including history, geography, anthropology, and sociology. The goal of the science of the history of the world is to understand the complex interactions between these different systems and how they have shaped the world as we know it today.



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sixty-six feet long, forty-nine feet beam, and seventeen and one-half feet hold. The Pacific Coast Steamship Company, who owned her, valued her at one hundred thousand dollars.

Another pioneer steamship, the *Idaho*, was wrecked on Rosedale Reef near Race Rocks lighthouse in the Straits of Fuca, November 29th. The *Idaho* left Port Townsend early in the morning during a dense fog. Before reaching Race Rocks lighthouse, the foghorn was heard at regular intervals, but after that was silent for a long time. When it was again heard Captain Angerstein¹⁷ ordered a full stop, but the command came too late, and in another instant the steamer struck the rocks amidship. She carried as cargo 800 barrels of lime, 150 of fish oil, 370 of salmon, 65 bales of hops and 200 tons of coal. She commenced leaking as soon as she struck, and the water, coming in contact with the lime, caused a fire, which drove the crew from their quarters between decks. Holes were bored, and a sufficient quantity of water was let in to drown the flames. The weather was calm, and there was but little swell, but the *Idaho* had begun to feel her age and could not be released from the rocks. She remained there until December 20th, when she became dislodged and floated off, and while adrift was picked up by the tug *Alert*, which proved too small to handle her, although the captain refused a liberal offer to turn her over to the steamship *Umatilla*. The tug *Discovery* met her the same day, but the machinery had apparently disappeared. It was afterward discovered that her engines had become attached to the heavy chain which still remained fast in the hull, and this drag accounted for the difficulty in towing her. After the steamer left Race Rocks she drifted back to the American side, and was finally picked up by the tug *Mogul* and towed into Port Angeles, where she sank. At the time of the disaster the *Idaho* was under charter to the Oregon Railway & Navigation Company and carried a crew of forty-two men, with L. E. Angerstein, captain; Cheney, first officer; Carr, second officer; and Cookson, chief engineer. No blame was attached to Captain Angerstein, as the masters of several vessels in the vicinity corroborated his testimony that the fog signal was not sounded (see illustration on page 302).



CAPT. L. E. ANGERSTEIN

The hull of the steamer *Wide West*, which had been for many years the pride of the Columbia, was fitted out in 1889 with a small engine and propeller by the Puget Sound Steam Lighter & Transportation Company, and while on her way to her new field of labor came to an ignoble end on Destruction Island. She left Astoria December 25th, without the knowledge of the inspectors, in command of Frederick Sparling, a Seattle youngster with a limited knowledge of steam navigation, and encountered a heavy sea and wind soon after crossing the bar. Her huge bulk, which gave full sweep to the gale, rendered her unmanageable. A squall carried away the spanker and boom, and at 2:30 A. M. the propeller was lost. She then drifted in a helpless condition until 4:00 A. M., when she struck on Destruction Island, the seas lifting her over so far that the crew reached shore with but little difficulty. On reaching the mainland the shipwrecked crew made their way on foot over the mountains to Pysht River, where they took the steamer *Ivanget* for Port Townsend. Captain Sparling had with him on this venture R. Golding, chief engineer; William Walter, mate; George Campbell, Charles Nortius, Henry Hansen, Frank Wilson, William W. Eise and a Chinese cook. He was also accompanied by his brother, Dr. G. H. Sparling. The first, last and only trip of the *Wide West* after being refitted was the beginning and end of Captain Sparling's steamboat experience in the Northwest.



CAPT. DAVID H. HILL

The *J. B. Libby*, one of the pioneer steamers of Puget Sound, burned to the water's edge on November 10th. She was *en route* from Roche Harbor to Port Townsend with 500 barrels of lime and other freight, and when about ten miles off Whidby Island, between Smith's and San Juan islands in the Straits of Fuca, encountered a stiff breeze, and getting caught in the trough of the sea, lost her rudder. Capt. Frank White tried to run her ashore, but fire was soon discovered by the engineer in the forward port hold, where lime was stored, and the passengers were forced to take to the lifeboats and the captain and crew to the rafts. At the time of the disaster there were seven passengers aboard and an equal number in the crew. After drifting about for two hours or more they were picked up by the steam schooner *Jeanie*, Captain Humphrey, for Nanaimo, and taken to Port Townsend, where the *Jeanie* also towed the burned hull of the steamer. The *J. B. Libby* was owned by H. F. Beecher, who had bought her in April, 1889, for \$12,000. In 1890 the wreck was sold at auction to

¹⁷ Capt. L. E. Angerstein was born in Germany in 1849 and has had over a quarter of a century's experience on steam and sailing vessels in various parts of the world. His career in the Northwest commenced in the employ of the Oregon Steamship Company under Captain Connor on the *George W. Elder*. After leaving her he was for many years first officer on the steamship *Columbia* with Captain Bolles, and during the temporary absence of the latter was given command of the vessel. When the Oregon Railway & Navigation Company placed the *Idaho* on the Columbia River and Puget Sound route, Captain Angerstein was given charge and remained with her until her final trip. He next took command of the steamship *Wilmington*, but, not liking the vessel, resigned after making a few trips and engaged in other pursuits in Portland.

magnificent steamers *City of Kingston* and *City of Seattle*, placed on the Sound routes by the Puget Sound & Alaska Steamship Company. The *City of Kingston* was built at Wilmington, Del., in 1884, for the Hudson River trade. She was bought in 1889 by Capt. D. B. Jackson, and her performances since have demonstrated the wisdom of the purchaser, for a more economical steamer, size and speed considered, has not yet appeared on the Sound. The *Kingston* is two hundred and forty-six feet long, thirty-three feet five inches beam, and twelve feet hold, net tonnage 816. She has three decks and is elegantly fitted up with stateroom accommodations for over three hundred passengers. She was brought from the East by Melville Nichols,¹⁹ captain; W. A. Coffin, first officer; William Andtsjer, second officer; W. J. Green, chief engineer; C. H. Wolford, first assistant; Harry R.



CAPT. MELVILLE NICHOLS

Dann, second assistant; W. C. Hogan, steward; Nicholas Van Patton and James Martin, quartermasters. Her actual running time from New York to Port Townsend was sixty-one days, and on her way out she stopped two days at the Barbadoes and four at Rio Janeiro, where she coaled. She came through the Straits of Magellan, and on reaching Valparaiso laid up for a week for repairs to her machinery. Her fastest day's work on the voyage was after leaving Valparaiso, when she logged 327 miles in twenty-four hours. The *Kingston* reached Port Townsend, February 17th, and commenced running March 15th in charge of George Roberts, captain, G. H. Lent, chief engineer, Edward Clements,²⁰ pilot, John Brandow, first officer, G. H. Thorn-dyke,²¹ purser, nearly all of whom have remained in continuous service on the steamer since her arrival. Captain Roberts resigned early in 1895, and was succeeded by Captain Clements, with John Brandow, pilot; James Burns, first officer; Patterson, second officer. The *Kingston's* sister ship, the *City of Seattle*, built at Philadelphia under orders from D. B. Jackson, was completed in May, 1890, at a cost of \$225,000. Capt. Melville Nichols, who had made such a successful voyage with the *Kingston*, returned East and brought the new steamer to Seattle. With him were Robert Turner, chief engineer; Charles E. Ames, first officer; and F. A. Woodman, second officer. Since her advent on the coast Captain Nichols and Engineer Turner have been in charge, except at intervals when she has been handled by Captains Edward Clements and George Roberts. The *City of*

Seattle is two hundred and forty-four feet six inches long, forty feet beam, and fifteen feet hold, net tonnage 912.

The Seattle Steam Navigation & Transportation Company was incorporated at Seattle, May 31st, with a capital stock of \$500,000, by John Leary, Jacob Furth, Edward Newfelder, W. R. Ballard and H. G. Struve, and constructed the finest sternwheeler on Puget Sound, the *Bailey Gatzert*, launched at Salmon Bay, November 22d, from the shipyard of John J. Holland. She is one hundred and seventy-seven feet three inches long, thirty-two feet three inches beam, and eight feet hold, with poppet-valve engines twenty-two by eighty-four inches. She made but a few trips under her original management and early in 1891 was purchased by the Columbia River & Puget Sound Transportation Company, who operated her on the Seattle and Olympia route. She remained on the Sound until 1892 and was then taken to the Columbia River, where she engaged in the excursion trade until 1895, when she was extensively overhauled and placed on the Astoria route. Captains Harry Struve, Carter, Jordison and others handled her on the Sound, and Captains Scott, Frank B. Turner, Thomas Crang and W. E. Larkins were her masters on the Columbia. Another remarkably fast sternwheeler appeared on the inland

¹⁹ Capt. Melville Nichols was born at Searsport, Me., in 1858, and began his seafaring life at the age of seventeen, sailing in the deep-water trade to all parts of the world until 1886, when he went to Puget Sound. His first work there was on the steamer *City of Quincy*, and he was afterward master of the *W. K. Merwin* and other vessels operated by the Washington Steamboat Company. When Capt. D. B. Jackson purchased the *City of Kingston*, Captain Nichols was selected to bring her from the East, and was so successful in this undertaking that he was chosen to bring out the new steamer *City of Seattle*, of which he has been in command since her arrival. All of his steamboating in the Northwest has been with the Washington Steamboat Company and its successor, the Puget Sound & Alaska Steamship Company, and he has never had an accident while in charge of their steamers.

²⁰ Capt. Edward Clements was born in Maine in 1862 and arrived on the Pacific Coast in 1876 on the American ship *Reindeer* from Boston by way of Japan. His first work on the Sound was as a cabin boy on the *Goliath* in 1877. He then went to the tug *Favorite* with Capt. William Gove and afterward to the *Blakely*, where he ran as mate. The *St. Patrick* was his first command, and he left her to take charge of the *Goliath*, remaining on that venerable craft but a short time, then going to the *Bi* and *Polikofsky*. On leaving the latter steamer he joined the *Zephyr*, going from her to the tug *Katie*. He then went to the Sandwich Islands, where he remained for two years. On his return he entered the employ of the Puget Sound & Alaska Steamship Company, remaining with them and their successors since that time. He has been master of their steamers *City of Seattle*, *North Pacific* and *Olympian*, was also with Capt. George Roberts as pilot on the *City of Kingston* for about four years, and, when Captain Roberts embarked in his Alaska enterprise, Clements succeeded him in charge. Although still young, Captain Clements has enjoyed a great deal of practical experience, and is regarded as one of the best steamboatmen on the Sound.

²¹ G. H. Thorn-dyke, while still young, has enjoyed more years of continuous service on Puget Sound than any purser now running on that body of water. He inherited a love for the water, his father having been for many years master of sailing vessels, and his uncle was the owner of the well known ship *Alice Thorn-dyke*, which made several trips between Puget Sound and Australia in the early sixties. His first steamboat experience on the Sound was on the steamer *Zephyr*, which has furnished schooling for a large number of Puget Sound steamboatmen. He was afterward in the employ of the Washington Steamboat Company, subsequently going to the Puget Sound & Alaska Steamship Company, in whose service he has remained for the past five years, most of the time on the steamer *City of Kingston*.

of the American West. The American West was a vast, uncharted territory that stretched from the Rocky Mountains to the Pacific Ocean. It was a land of opportunity and adventure, where pioneers sought to build a new life. The American West was a land of discovery and exploration, where the unknown was being revealed. The American West was a land of challenge and triumph, where the spirit of the frontier was being tested. The American West was a land of hope and dreams, where a better future was being sought.

The American West was a land of vast open spaces and rugged terrain. It was a land of diverse cultures and languages, where people from different backgrounds came together. The American West was a land of natural beauty and resources, where the land was being explored and settled. The American West was a land of progress and innovation, where new technologies and ideas were being introduced. The American West was a land of freedom and independence, where people were seeking to build a better life for themselves and their families.

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Figure 1. (continued)

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The first building on the site of the University of Chicago was the Old Chapel, which was built in 1857. It was a small, simple structure that served as the main place of worship for the community. The building was made of brick and had a steeply pitched roof. It was located on the corner of University Avenue and East Chicago Avenue. The building was used for many years, but it was eventually replaced by the new chapel building in 1892. The new chapel building was a much larger and more ornate structure, designed by the architect John D. Root. It was built in the Gothic Revival style and was dedicated in 1892. The building was a landmark of the university and served as the main place of worship for many years. It was eventually replaced by the new chapel building in 1954. The new chapel building was a modern structure that was designed to be a place of worship for the future. It was built in the International Style and was dedicated in 1954. The building is a landmark of the university and is a symbol of its commitment to progress and innovation.



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Dr. Robert J. Havighurst

Dr. Robert J. Havighurst was a prominent gerontologist and sociologist. He is best known for his work on the theory of human development, which he presented in his book *Human Development: A Life-Span Approach* (1952). This book is one of the most influential texts in the field of gerontology and has been widely read by students and researchers alike. Dr. Havighurst's work has also been instrumental in the development of the field of gerontology as a discipline.

Dr. Havighurst's theory of human development is based on the idea that development is a continuous process that occurs throughout the life span. He argued that development is not just a matter of growing up, but of growing old. He also argued that development is not just a matter of physical growth, but of psychological and social growth as well.

Dr. Havighurst's theory of human development has been widely influential in the field of gerontology. It has provided a framework for understanding the changes that occur in the elderly and has helped to shape the way that we think about aging. Dr. Havighurst's work has also been instrumental in the development of the field of gerontology as a discipline. His theory of human development is one of the most influential theories in the field and has been widely read by students and researchers alike. Dr. Havighurst's work has also been instrumental in the development of the field of gerontology as a discipline. His theory of human development is one of the most influential theories in the field and has been widely read by students and researchers alike.

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the 1980s, the EPA's budget was cut by 25 percent, and the agency's staff was reduced by 20 percent.

Despite these cuts, the EPA continued to play a significant role in environmental protection. In 1981, the agency issued the Clean Air Act Amendments, which strengthened the agency's authority to regulate air pollution. The amendments also established the National Acid Deposition Program, which was designed to address the problem of acid rain. In 1982, the EPA issued the Clean Water Act Amendments, which strengthened the agency's authority to regulate water pollution. The amendments also established the National Sanitation Foundation, which was designed to improve the nation's sanitation infrastructure.

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The first of these was the discovery of gold in California in 1848. This discovery led to a great influx of people to California, and the state became a leading state in the Union. The second was the discovery of gold in Colorado in 1859. This discovery led to a great influx of people to Colorado, and the state became a leading state in the Union. The third was the discovery of gold in Nevada in 1846. This discovery led to a great influx of people to Nevada, and the state became a leading state in the Union. The fourth was the discovery of gold in Idaho in 1860. This discovery led to a great influx of people to Idaho, and the state became a leading state in the Union. The fifth was the discovery of gold in Montana in 1865. This discovery led to a great influx of people to Montana, and the state became a leading state in the Union. The sixth was the discovery of gold in Wyoming in 1869. This discovery led to a great influx of people to Wyoming, and the state became a leading state in the Union. The seventh was the discovery of gold in Utah in 1863. This discovery led to a great influx of people to Utah, and the state became a leading state in the Union. The eighth was the discovery of gold in Arizona in 1863. This discovery led to a great influx of people to Arizona, and the state became a leading state in the Union. The ninth was the discovery of gold in New Mexico in 1861. This discovery led to a great influx of people to New Mexico, and the state became a leading state in the Union. The tenth was the discovery of gold in Texas in 1845. This discovery led to a great influx of people to Texas, and the state became a leading state in the Union.

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THE GREAT WESTERN STEAMSHIP



STRENGTH 1000

STRENGTH 1000 is a high-strength, low-alloy steel designed for use in structural applications. It is characterized by its excellent mechanical properties, including high yield strength and tensile strength, which make it suitable for demanding environments. The steel is available in various grades and thicknesses, allowing for flexibility in design and application. Its superior performance is achieved through advanced manufacturing techniques and strict quality control measures. STRENGTH 1000 is widely used in construction, industrial machinery, and transportation, where its durability and reliability are crucial for long-term service life.



The surface of STRENGTH 1000 exhibits a fine, uniform grain structure, which contributes to its high strength and ductility. This microstructure is a result of the steel's controlled rolling and cooling processes. The surface finish is smooth and consistent, ensuring reliable performance in various applications. The steel's properties are maintained throughout its thickness, providing uniform strength and stability. This makes STRENGTH 1000 an ideal choice for critical structural components where safety and performance are paramount.

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STRENGTH 1000

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Fig. 1. Industrial plant.

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the 1930s, the 1940s, and the 1950s. The 1930s were a period of relative stability for the journal, with a focus on the history of biology and the history of science. The 1940s and 1950s were periods of significant change, with the journal becoming more interdisciplinary and more focused on the history of biology.

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Figure 1. University of Chicago.

The 1960s and 1970s were periods of rapid growth and change, with the journal becoming more interdisciplinary and more focused on the history of biology. The 1980s and 1990s were periods of continued growth and change, with the journal becoming more interdisciplinary and more focused on the history of biology. The 2000s and 2010s were periods of continued growth and change, with the journal becoming more interdisciplinary and more focused on the history of biology.

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Figure 2. Robert H. R. Seeley.

The 2000s and 2010s were periods of continued growth and change, with the journal becoming more interdisciplinary and more focused on the history of biology. The 2020s are a period of continued growth and change, with the journal becoming more interdisciplinary and more focused on the history of biology.

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the business world. The International Business Center is a leading provider of business training and consulting services. The center has a long history of providing high-quality training and consulting services to businesses and individuals. The center's services are designed to help businesses and individuals improve their performance and achieve their goals. The center's services are provided by a team of experienced professionals who are committed to providing the highest quality of service to their clients.



—Mrs. J. H. Smith

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and the students as the center of the world. The students' lives are the focus of the course. The instructor's role is to facilitate the students' learning and to provide a safe and supportive environment for them to explore their own lives and the lives of others. The instructor's role is to provide a safe and supportive environment for the students to explore their own lives and the lives of others.



Figure 1: Campus building

The building is a large, multi-story structure with a prominent central tower. It is surrounded by a well-maintained lawn and several trees. The building's architecture is a mix of traditional and modern styles. The central tower is the most prominent feature, rising above the rest of the building. The building is surrounded by a well-maintained lawn and several trees.

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Figure 2: Man in suit

The man is wearing a dark suit jacket, a white shirt, and a dark tie. He has short, dark hair and is looking directly at the camera with a slight smile. The portrait is set against a light, neutral background and is framed in a simple oval border.

of the same name, and the name of the vessel was changed to the *Eden*.¹ The ship was built in 1783, and was the largest and most comfortable of the vessels of the time.



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The museum's collection of maritime artefacts is one of the most comprehensive in the world, and includes a wide range of objects from the 16th century to the present day. The collection is housed in a series of galleries, which are open to the public. The museum also has a library, a shop, and a cafe. The museum is a popular destination for visitors of all ages, and is a great place to learn about the history of the sea.



16th-century galleon

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light, keeping it three-quarters of a point on starboard bow; both captain and myself on bridge, looking for Brotchie Ledge buoy, the glare of the electric lights making it difficult to discern objects clearly. The lookout on the fore-castle head indicating something reported ahead, gave the order at once 'hard astarboard' (thinking it to be my boat under the bow), and started to signal the engine-room to stop and reverse engines; but, before I reached the handle of engine-room telegraph, the vessel struck the bottom, carrying her way, and moved some distance before she brought up hard and fast on Brotchie Ledge. Thinking she would work clear of the ledge, went full speed ahead, with helm hard astarboard, but found she still remained immovable. Reversed engines and went full speed astern, but without success."

The unfortunate *Evangel*, which came into existence in such a peculiar way, was the scene of a terrible boiler explosion, October 15th, while lying at the wharf at Sehome. The steamer had been laid up for the night, and Chief Engineer Mann and Captain Morgan were on shore. Soon after they had left the boat the boiler suddenly exploded, tearing the house and upper works to atoms. Julius Flint, the fireman, who was standing on the main deck lighting a lamp when the explosion occurred, was caught by the flying timbers and bruised and scalded so that death occurred shortly afterward. William R. Biggs, a deckhand, was scalded and injured from inhaling steam and smoke so that he died at the marine hospital in Port Townsend the next day. Gus Carlson, employed in the same capacity, was drowned in his bunk by the bursting of the water tank. Albert E. Briggs, assistant engineer, and David Ross and John Feeny, firemen, were severely burned and crushed, but subsequently recovered. Charles R. Turner, steward, and Joseph Burrows, cook, were also severely scalded. The boiler flew from amidships in the bottom of the boat, upward and forward over the bow, falling into the bay. An investigation failed to reveal the cause of the explosion, as the evidence showed that the fires were banked in the usual manner and that the water was within two inches of the top of the gauge, with a very low pressure of steam.

The British ship *Strathblane*, from Honolulu for the Columbia River, was wrecked on North Beach, about nine miles from the Columbia River, at 5:15 A. M., November 3, 1891. The vessel was twenty days out from Honolulu, and approached the Columbia in a very dense fog, which was followed by a heavy gale. The long-continued thick weather prevented the master from taking an observation, and his chronometer was defective. Soon after striking, the seas began breaking over the deck, and the vessel was soon battered to pieces. The crew remained with her until the last moment, and then started through the surf for shore. The first to leave the ship came in on the flood tide and reached the beach in safety; but Cuthell, captain; Donald McLeod, carpenter; Thomas Hunter, cook; R. Hughes and John Buyers, seamen; and H. Lewis, a passenger, perished in the surf, and Donald McDonald, an apprentice, received injuries from which he afterward died. First Officer Murray and the rest of the crew were kindly cared for by the citizens of Ilwaco, and the bodies of the captain and his men were interred in the cemetery there. Captain Cuthell was well known on the Columbia River, and much regret was expressed at his untimely end. He remained with his ship until the last, and after bidding Murray good-by, and giving him a message for his wife in England, said: "I suppose this will be put down as another case of reckless navigation, but God knows I did the best I could." The steamer *Maggie Ross*, Captain Marshall, while en route from Coos Bay to San Francisco with a cargo of lumber, encountered a heavy storm, which stove in her house, carried away the boats and smokestack, and swept the decks clean. The vessel fell into the trough of the sea and became helpless and unmanageable, her engines having stopped. H. C. Anderson, the steward, received injuries from which he died December 8th, and Peter Green, second officer, was drowned. Three of the crew were rescued on the eighth by the schooner *Annie Gee*; the following day the *Webfoot* picked up the remaining survivors, and on the eleventh the steamer *Willamette Valley* towed the wreck into Yaquina Bay.

The bark *General Butler*, from Port Gamble for San Francisco, November 28th, with a million feet of lumber for the Puget Mill Company, encountered a fearful gale and broke up December 8th about one hundred miles southwest of Cape Arago. The crew left the vessel in two boats, Captain Parker and five men landing at Cape Arago on the night of December 11th in an exhausted condition. Portions of the hull and the lumber cargo hung together until December 17th, when the derelict drifted into Yaquina Bay and struck the jetty, of which it carried away about eighty feet and then went to pieces. The American schooner *Kitsap*, Capt. Henry Tibbetts, from Port Townsend for Shanghai, was caught in a typhoon and wrecked on Boridino Island, in latitude 25° 55' north and longitude 131° 11' west. The vessel sailed from Port Townsend, July 4th, with a million feet of lumber, and at 3:00 A. M., September 6th, struck and immediately commenced going to pieces, leaving the crew barely time to get into an eighteen-foot boat before the schooner floated away. They remained on the rocks for twenty-seven days waiting for the gale to subside. As there was no water there, Captain Tibbetts and three of his men started for the Loochoo Islands, 180 miles distant, where they arrived six days later, after having been three days without water. They were picked up by the Japanese steamer *Tatyuman*, which was dispatched by the governor of Okamana Island and had previously rescued the rest of the crew. They were taken to Kobe and thence by the *Empress of Japan* to Victoria. The Nova Scotian bark *Sarah*, Captain Greenhalgh, from Manila in ballast for Port Blakely, was wrecked on the west coast of Vancouver Island during a fog and gale November 8th. The crew left the vessel in the lifeboats, and two of the number were lost in effecting a landing through the surf. The captain, who was accompanied by his wife and baby, succeeded in reaching shore. The *Sarah* was a wooden bark of 1,142 tons register, and was seventeen years old.

The schooner *Premier*, Captain Poulsen, was wrecked on the Choumagin Islands, May 8th, with a \$12,000 cargo, which was sold with the wreck for \$150, the purchasers saving the schooner and nearly all of her freight. The American ship *Palestine*, Captain McCartney, from Tacoma for San Francisco with 2,500 tons of coal,



had delegated the care of their water lines to Capt. B. F. Pegram. The *D. S. Baker* and all other marine property owned by the company was removed from the middle river, and a few months later, when the high water prevented the operation of their railroad, the company suffered a daily loss of several hundred dollars because of having no boat to handle business between the Cascades and The Dalles. A disagreement with employees regarding the value of their services ensued upon the inauguration of the new management, and a large fleet of grain vessels anxious to pass in and out of the Columbia was delayed for several weeks pending the settlement of the difficulty, which was not satisfactorily adjusted until the tug *Relief* came up from San Francisco and commenced towing on the bar, shipmasters in many cases paying her after the Union Pacific had collected for towage in and out. When the Sound routes were abandoned the *Emma Hayward* was towed to the Columbia by the tug *Escort*, arriving at Astoria in September, and the *Hassalo* was taken round by Capt. Cyrus Herriman in August. Capt. E. J. Rathbone, who had ably filled the position of port captain on the Sound, remained in charge a short time, and then chartered one or two steamers and secured the mail contract to Bellingham Bay. The old sidewheeler *Idaho* was bought by Capt. Joseph Hastings, who had brought the whaleback *C. W. Wetmore* out the previous year. He operated her for a short time and then sold her to Capt. C. D. Brownfield. Before leaving the Sound the Union Pacific made a traffic arrangement with the Puget Sound & Alaska Steamship Company, who have since handled their business. Capt. D. B. Jackson, who had organized the latter company, disposed of his holdings to the Northern Pacific in October, and was succeeded as superintendent by Walter Oakes. The steamers of the company have since been operated as part of the Northern Pacific Railroad system. This corporation was not the only bidder for the business abandoned by the Union Pacific, and a division of the trade was made by giving the Canadian Pacific Navigation Company the Whatcom, and the Hastings Steamboat Company the Port Angeles and Neah Bay route.

Puget Sound's marine commerce, which less than a generation before had been handled by a fleet of vessels whose combined tonnage for a year was less than that of the arrivals for a single day in 1892, had registered, at the Port Townsend custom-house, in addition to a large number of vessels coming from foreign and California ports, the following craft as belonging to the Puget Sound district. The net tonnage, year and place where built, and sole or managing owner's name, are also given: Steamship *Alice Blanchard*, 349.70, 1890, Tacoma, W. G. Heller; steamers *Angeles*, 44.25, 1889, Port Angeles, L. B. Hastings; *Biz*, 40.27, 1881, Arcadia, Edward Miller; *Brick*, 34.55, 1883, Seattle, J. W. Tarte; *Buckeye*, 24.78, 1890, Seattle, O. J. Wallace; *City of Quincy*, 195.40, 1878, Portland, Walter Oakes; *Challenger*, 25.99, 1885, Seattle, Oscar Holm; *Columbia*, 377.94, 1891, Little Dalles, George M. Martin; *Cyrus Walker*, 154.25, 1864, San Francisco, Cyrus Walker; *Daisy*, 97.87, 1880, Seattle, Walter Oakes; *Discovery*, 55.15, 1889, Port Townsend, L. Rothschild; *Detroit*, 61.38, 1889, Detroit, W. P. Sayward; *Dispatch*, 62.14, 1890, Seattle, L. Henspeter; *Edna*, 19.53, 1882, Seattle, H. M. Race; *Edith*, 135.99, 1882, San Francisco, Walter Oakes; *Eliza Anderson*, 197.49, 1859, Portland, Walter Oakes; *E. W. Purdy*, 83.82, 1888, Utsalady, W. K. Merwin; *Enterprise*, 18.83, 1891, Port Townsend, L. B. Hastings; *Evangel*, 97.43, 1882, Seattle, W. S. Mann; *Favorite*, 269.53, 1868, Utsalady, W. P. Sayward; *Francis Cutting*, 59.79, 1889, San Francisco, L. F. Gault; *Grace*, 27.22, 1880, Seattle, W. B. Seymore; *Garland*, 60.33, 1890, Port Townsend, L. B. Hastings; *Goliath*, 235.86, 1849, New York, Cyrus Walker; *Harry Lynn*, 45.51, 1881, Tacoma, J. S. McMillan; *Isabella*, 43.39, 1889, Port Hadlock, Robert Airey; *J. M. Coleman*, 43.17, 1887, Seattle, J. M. Coleman; *J. E. Boyden*, 53.08, 1888, Seattle; *J. R. McDonald*, 214.82, 1890, Ballard, C. H. Pennington; *J. C. Brittain*, 96.86, 1885, Seattle, E. E. Caine; *Koolenai*, 268.52, 1885, Little Dalles, Wash., H. M. McCartney; *Katie*, 27.75, San Francisco, W. H. Hansen; *Lottie*, 30.17, 1882, Cypress Island, S. Sweeney; *L. J. Perry*, 39.98, 1875, Port Gamble, S. Baxter; *Michigan*, 21.05, 1885, Portland, James Nugent; *Meta*, 25.48, 1888, Lake Bay, Wash., C. O. Lorenz; *Mogul*, 61.60, 1886, Tacoma, J. H. Stetson; *Mabel*, 114.79, 1889, Seattle, E. A. Swift; *Mystic*, 27.23, 1881, Eagle Harbor, H. H. Morrison; *Monticello*, 174.92, 1892, Ballard, Z. J. Hatch; *Nellie*, 55.03, 1876, Seattle, John A. Campbell; *Occident*, 44.01, 1890, Ballard, F. O. Woodward; *Politkofsky*, 174.89, 1866, Sitka, William Renton; *Pearl*, 53.91, 1884, Seattle, A. J. Edwards; *Phantom*, 28.11, 1868, Port Madison, W. H. Stimson; *Perhaps*, 5.65, 1891, Seattle, G. E. Budlong; *Puritan*, 14.18, 1887, Portland, D. Drysdale; *Queen City*, 33.66, 1883, Seattle, W. C. Stetson; *Rapid Transit*, 82.33, 1891, Port Hadlock, E. E. Caine; *Rosie Olsen*, 33.05, 1886, East Portland, N. Hodgson; *Richard Holyoke*, 90.94, 1877, Seabeck, E. P. Blake; *Rainier*, 51.54, 1877, Seattle, O. J. Carr; *Saranac*, 9.70, 1878, Whatcom, J. W. Blake; *Shoo Fly*, 27.32, 1881, Coupeville, H. J. Auly; *Sarah M. Renton*, 68.57, 1889, Port Blakely, William Campbell; *Susie*, 42.12, 1879, Seattle, W. S. Bowen; *San Juan*, 23.49, 1887, East Portland, George E. Hall; *S. L. Mastick*, 106.50, 1869, Port Discovery, W. C. Hammond; *Seattle*, 6.52, 1881, Seattle, W. R. Tarte; *Triumph*, 66.97, 1889, Lynden, C. M. Maltby; *Tacoma*, 128.42, 1876, San Francisco, E. P. Blake; *Tyee*, 158.17, 1884, Port Ludlow, E. P. Blake; *Utsalady*, 33.26, 1884, Utsalady, John M. Collins; *W. F. Munroe*, 99.81, 1883, Seattle, E. W. Smith; *W. K. Merwin*, 166.04, 1883, Seattle, Walter Oakes; *Washington*, 193.08, 1881, Vaucouver, Walter Oakes; *Wasp*, 15.66, 1890, Eagle Harbor, A. P. Spaulding; *Wanderer*, 125.01, 1890, Port Blakely, E. P. Blake; *Wildwood*, 26.79, 1884, Portland,

¹¹Capt. W. B. Seymore was born in New Hampshire in 1850, and after coming west engaged in steamboating on the Colorado River. He went from there to Puget Sound, where he ran for a short time on the steamer *Linden*, going from her to the *J. B. Libby* and a number of other well known Puget Sound steamers. He has been interested in several boats as owner and part owner and has always been very successful in operating them. At the present time he is running the steamer *Grace* out of Seattle, and makes his home at Chico, Kitsap County, Wash.

L. B. Hastings; *Yakima*, 173.54, 1874, Port Gamble, Cyrus Walker; *City of Kingston*, 816.35, 1884, Wilmington, Del., Walter Oakes; *City of Seattle*, 912.73, 1890, Philadelphia, Walter Oakes; *Pioneer*, 80.48, 1887, Philadelphia, E. P. Blake; *Chinook*, 10.82, 1889, Astoria, H. A. Williams; *Fleetwood*, 67.70, 1881, Portland, U. B. Scott; *Flyer*, 280.44, 1891, Portland, U. B. Scott; *George F. Starr*, 336.63, 1879, Seattle, W. W. Cotton; *Hassalo*, 350.85, 1880, The Dalles, W. W. Cotton; *Idaho*, 178.82, 1860, Cascades, W. W. Cotton; *Maid of Oregon*, 91.88, 1888, Astoria, B. Grounds; *North Pacific*, 345.46, 1871, San Francisco, W. W. Cotton; *Rabboni*, 48.61, 1865, San Francisco, P. B. Cornwall; *Sehome*, 615.21, 1889, Portland, W. W. Cotton; *Collis*, 102.77, 1889, San Francisco, F. S. Douty; *Premier*, 602.05, 1887, San Francisco, E. W. Spencer; *Advance*, 46.52, 1889, Whatcom, Samuel Lindsey; *Al Ki*, 48.69, 1889, Seattle, C. Van Horn; *A. R. Robinson*, 43.56, 1890, Brooklyn, R. S. Robinson;¹⁵ *Annie M. Pence*, 95.15, 1890, Lynden, C. M. Maltby; *Colfax*, 83.30, 1865, Seabeck, Marshall Bliun; *City of Seattle*, 186.96, 1888, Portland, Thomas Ewing; *Cascade*, 64.54, 1884, Seattle, John Watson; *City of Aberdeen*, 138.27, 1891, Aberdeen, Thomas Tew; *Clan McDonald*, 118.13, 1891, Aberdeen, G. S. Thomas; *C. C. Calkins*, 29.85, 1890, Seattle, L. F. Menage; *Clara Brown*, 111.86, 1886, Tacoma, J. F. Copley; *City of Ellensburg*, 188.92, 1888, Pasco, W. R. Abrams; *City of Stanwood*, 124.81, 1892, Stanwood, Robert Airey; *Della*, 53.45, 1888, Stanwood, J. R. Thompson; *Elfin*, 22.91, 1891, Pontiac, J. F. Curtis; *Estella*, 20.22, 1885, Tacoma, L. F. Cook; *Ellis*, 199.28, 1891, Ballard, W. H. Ellis; *Fannie Lake*, 118.81, 1875, Seattle, J. Green; *Florence Henry*, 79.66, 1891, Ballard, P. Larsen; *Forsaken*, 46.04, 1891, Seattle, E. E. Caine; *Fairhaven*, 240.57, 1889, Tacoma, W. O. Chapman; *Greyhound*, 166.96, 1890, Portland, F. W. Goodhue; *Glide*, 78.54, 1883, Seattle, J. F. Vanderhoof; *Henry Bailey*, 209.59, 1888, Tacoma, W. O. Chapman; *Iola*, 26.22, 1885, Big Skookum, Thomas Redding; *Josephine*, 64.53, 1878, Seattle, M. L. Lewis; *Kirkland*, 117.65, 1882, Lake Washington, A. F. Hass; *Louise*, 129.77, 1883, Seabeck, E. P. Blake; *Lena Maud*, 36.48, 1887, Lake Washington, L. A. Richardson; *Lizzie A.*, 33.88, 1890, Henderson Bay, C. Brotsch; *Lillie*, 86.80, 1887, Seattle, N. Hartman; *Messenger*, 90.11, 1876, Olympia, H. Winchester; *Multnomah*, 278.25, 1885, East Portland, Samuel Willey; *Mamie*, 43.03, 1887, Snohomish, H. A. Jones; *Mary Kraft*, 36.60, 1890, Seattle, Charles Kraft; *Margey*, 194.41, 1885, Portland, W. L. Stetson; *Monte Cristo*, 126.08, 1891, Ballard, Henry Carstens; *Mountaineer*, 52.94, 1883, Chinook, C. D. Stimson; *Mollie Bleeker*, 238.72, 1889, Tacoma, A. F. McLaine; *May Queen*, 47.99, 1886, Seattle, Peter C. Kildell; *Mary F. Perley*, 127.58, 1888, Point Williams, Thomas Redding; *Nootsack*, 35.93, 1888, Lynden, Eugene T. Smith; *Otter*, 104.27, 1874, Portland, R. G. Brown; *Rip Van Winkle*, 21.08, 1877, Astoria, D. N. Holden; *State of Washington*, 449.68, 1889, Tacoma, W. O. Chapman; *Skagit Chief*, 241.17, 1887, Tacoma, W. O. Chapman; *Snoqualmie*, 69.87, 1890, Seattle, City of Seattle; *Doctor*, 20.25, 1890, Olympia, John Cromb; *Virgil T. Price*, 21.07, 1892, Seattle, F. N. Price; *Willie*, 55.94, 1883, Seattle, Samuel L. Willey; *Wasco*, 214.59, 1887, Hood River, Samuel A. Hoyt; *Zephyr*, 109.75, 1871, Seattle, William Hansen; *Bailey Gatzert*, 444.32, 1890, Ballard, U. B. Scott; *Thomas L. Nixon*, 477.48, 1888, Pasco, A. W. Kreek; *Abe Perkins*, 8.19, 1890, Seattle, R. W. Riddle; *Alla*, 5.81, 1890, Eagle Harbor, John Russell; *Albert Lea*, 10.38, 1888, Gig Harbor, C. S. Bridges; *Augusta*, 12.70, 1882, Seattle, J. A. Finch; *Bessie*, 8.25, 1886, Tacoma, George S. Brown; *Blue Star*, 16.25, 1892, Tacoma, Peter Foss; *City of Lalona*, 12.01, 1890, Seattle, O. Mitchelson; *Des Moines*, 15.75, 1889, Tacoma, M. C. Wright; *Duck Hunter*, 7.18, 1885, Utsalady, W. J. Cattel; *E. M. Gill*, 13.55, 1895, Vaughn, John C. Gill; *Edith E.*, 16.03, Houghton, A. F. Haas; *Halys*, 6.82, 1886, Astoria, M. G. Buckley; *Favorite*, 17.11, 1888, Vashon Island, H. N. Morrison; *Hornet*, 7.61, 1890, Seattle, A. P. Spaulding; *Jessie*, 5.91, 1881, Seattle, George S. Allen; *Katherine*, 14.25, 1890, Pontiac, J. C. O'Connor; *Lalona*, 13.19, 1890, Seattle, C. P. Stone; *Laura*, 8.10, 1891, Alaska, M. L. Sprague; *Mocking Bird*, 15.79, 1889, Tacoma, E. D. Ferris; *Maysflower*, 16.04, 1894, Seattle, W. J. Stevenson; *Maggie H. Yarvo*, 10.86, 1892, Seattle, J. M. Downs; *Mikado*, 19.90, 1886, Portland, C. E. Bergman; *Progress*, 8.41, 1891, Aberdeen, D. W. Dobbins; *Portland*, 16.22, 1883, Portland, M. C. Thompson; *Quickstep*, 11.89, 1882, Astoria, O. H. Hansen; *Regie*, 10.45, 1890, Chicago, M. Bell; *Rustler*, 15.33, 1887, Hoquiam, G. H. Emerson; *Success*, 6.57, 1886, Utsalady, Frank Mayo; *Sophia*, 16.54, 1884, Lake Bay, F. W. Bibbins; *Tillie*, 16.76, 1883, Seattle, J. A. Carr; *Violet*, 8.56, 1887, Seattle, W. J. Stevenson; *Cyrene*, 15.03, L. J. Coleman; barks *Ceylon*, 646.95, 1856, Boston, Rufus Calhoun; *Carondelet*, 1,376.03, 1872, Newcastle, Me., Cyrus Walker; *Cowlitz*, 740.22, 1881, Bath, Me., Cyrus Walker; *Fresno*, 1,187.02, 1874, Bath, Me., Cyrus Walker; *Matilda*, 819.32, 1857, Searsport, Me., Rufus Calhoun; *Richard III.*, 954.08, 1859, Portsmouth, N. H., James McIntyre; *Topgallant*, 1,228.61, 1863, East Boston, Mass., William Renton; *Coryphene*, 771.01, 1878, Millbridge, Me., G. W. Hume; *Enoch Talbot*, 1,193.52, 1889, San Francisco, E. E. Kentfield; *Hope*, 758.76, 1862, Bucksport, Me., W. E. Hollaway; *Melrose*, 943.70, 1863, East Boston, Mass., J. Schoenfield; *Snow & Burgess*, 1,577.57, 1878, Thomaston, Me., A. P. Lorentzen; *Harvester*, 1,428.32, 1875, Bath, Me., A. P. Lorentzen; *Arcturus*, 1,007.21, 1866, Kennebunk, Me., E. P. Blake; *Arkwright*, 1,209.95, 1855, Portsmouth, N. H., Cyrus Walker; *Bonanza*, 1,292.72, 1875, Bath, Me., Cyrus Walker; *Canada*, 1,144.66, 1859, Bath, Me., W. H. Hanson; *James Cheston*, 948.45, 1854, Baltimore, Cyrus Walker; *Mary Glover*, 700.70, 1849, Boston, C. A. Moore; *Nonantum*, 1,099.59, 1866, Newburyport, Mass., H. L. Yesler; *Northwest*, 489.52, 1868, Port Madison, H. L. Yesler; *Oakland*, 507.72, 1865, Bath, Me.,

¹⁵Richard S. Robinson, engineer, was born in New York in 1866 and commenced his marine work on the Atlantic Coast when a boy. He came to the Pacific Coast in 1885 and was first engaged on the tug *Tacoma* as deckhand and afterward on the *Mogul* and *Zephyr*, and as fireman on the steamers *Eliza Anderson* and *Idaho*. In 1891 he built the steamer *A. R. Robinson*, with which he has since been connected.

the *de facto* situation. The *de jure* situation is the situation that would obtain if the law were followed.

It is important to note that the *de jure* situation is not the situation that would obtain if the law were followed *in fact*.

Let us now turn to the question of how the *de jure* situation is determined.

Let us start with the *de jure* situation in the case of a contract. The *de jure* situation is determined by the contract.

Let us now turn to the *de jure* situation in the case of a tort. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a property right. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of inheritance. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of ownership. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of possession. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of usufruct. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of mortgage. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of pledge. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of servitude. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of usufruct. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of mortgage. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of pledge. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of servitude. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of usufruct. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of mortgage. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of pledge. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of servitude. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of usufruct. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of mortgage. The *de jure* situation is determined by the law.

Let us now turn to the *de jure* situation in the case of a right of pledge. The *de jure* situation is determined by the law.















CHAPTER XX.

FIRST LOG RAFT ON THE PACIFIC—OKANAGAN LAKE STEAMER "ABERDEEN"—THE CANADIAN PACIFIC'S AUSTRALIAN STEAMSHIP LINE—THE "D. S. BAKER" SHOOTS THE CASCADES—STREAMERS BUILT IN THE VICTORIA, PUGET SOUND AND WILLAMETTE DISTRICTS—SEATTLE MARINE RAILWAY—PUGET SOUND AND BRITISH COLUMBIA LUMBER FLEET—LIGHTHOUSE TENDER "COLUMBINE"—BOILER EXPLOSION ON STEAMER "ANNIE FAXON"—SOUND STEAMERS DESTROYED BY FIRE—LOSS OF STEAMSHIPS "MICHIGAN" AND "WILMINGTON"—THE NORTHWESTERN STEAMSHIP COMPANY—VICTORIA MARINE RAILWAY—TERRIBLE FATE OF THE "MONTSERRAT," "KRWENAW," "IVANHOE" AND "ESTELLE"—WRECK OF THE "SOUTHERN CHIEF," "WILLIAM L. BEEBE," "CROWN OF ENGLAND," "LOS ANGELES" AND "NEWBERN"—THE SECOND LOG RAFT—STEAMER "COLUMBIA" BURNED—FATAL BOILER EXPLOSION ON STEAMER "QUEEN"—WRECK OF THE "R. K. HAM"—VICTORIA TRADING & FISHING COMPANY—TURRET STEAMER "PROGRESSIST"—ALASKA STEAMSHIP COMPANY—THE WHALEBACK "CITY OF EVERETT"—UPPER COLUMBIA STEAMER "NAKUSP"—THE "NORMA" BROUGHT THROUGH SNAKE RIVER CAÑON—VIGOROUS OPPOSITION ON OCEAN ROUTES—WRECK OF THE STEAMER "VELOS" AND TUG "MOGUL."



WHEN THE CELEBRATED Joggins' log raft was constructed on the Atlantic Coast for the purpose of transporting a dozen lumber-drogher cargoes with the aid of a single towboat, the success of the new departure was anxiously watched by men engaged in the carrying trade on the Pacific Coast, and it was freely predicted that, if the raft could be towed on the Atlantic, the large fleet of vessels engaged in the lumber business in the Pacific Northwest might at once retire from the field. Fortunately or otherwise, Joggins' raft was battered to pieces long before it reached port, and, while partial successes were made of smaller ones, it was finally decided that the proper place for a successful accomplishment of the scheme was on the Pacific Ocean. The first raft was built at Coos Bay and started from Marshfield in November in tow of the tug *Ranger*, Capt. John Roberts.¹ It was the captain's intention to stop at Empire City, but he missed the wharf and was compelled to run both tug and raft ashore to avoid going over the bar at low water. The tug laid by until flood tide, but in the darkness, while trying to make fast to the raft, broke her rudder, and two days were consumed in repairing. Another start was made, but, as the bar was neared, the machinery collapsed. A four-day tie-up resulted, and when everything was in readiness they set out once more. This time the raft took a sheer and went ashore, where it remained twenty-four hours before it was again floated. Shortly after the unwieldy tow was released from this predicament, it struck the South Spit, November 18th, grounding hard and fast. During the night the bar became very rough, and the breakers broke clear over it. With the aid of a long hawser the tug managed to keep in deep water and still retain her hold on the raft until 1:00 A. M. It then floated off, taking the tug with it and compelling the captain to cut loose. The tug

¹ Capt. John Roberts was born on the Island of Jersey in 1850 and has been engaged in the marine business for thirty years. His first work on the Pacific Coast was on the bark *Jennie Pitts*, running to Mendocino. He was afterward interested in several schooners, and in 1885 built the steam schooner *Surprise*, with which he went to Mexico. While there he was stricken with yellow fever, and his wife and two sailors died. He then went back to San Francisco, whence he took the steamer to Honolulu and sold it. On his return he constructed the steamer *Emily*, which he operated for a while between San Francisco and Coos Bay. He also ran her to San Diego during the boom. While in the Coos Bay trade he picked up the steamship *Bawnmore*, which he towed to Caspar Creek with nineteen feet of water in her hold. He pumped the vessel out and proceeded with her to San Francisco, where he was awarded \$12,000 salvage. Captain Roberts worked with the *Bawnmore* without sleep for five days and nights and was so exhausted that he sent his steamer out on her next trip in charge of Captain Lucas, when she was lost on Coos Bay bar. During the next three months he filled her place with the *National City* and then chartered the tug *Ranger* to tow the log raft from Coos Bay to San Francisco. After that he went to the steamer *Furallon*, which he ran to Puget Sound and Portland.

July 19th, was the first vessel to make use of this improvement. The steam fleet on the Sound had increased so rapidly that in May, 1892, Boiler Inspector Bullene was given an assistant, C. C. Cherry receiving the office, and Capt. Al Stream was appointed assistant inspector of hulls a few months later. The lighthouse tender *Manzanita*, which for several years had been performing excellent service in the largest lighthouse district in the United States, was relieved of a portion of her duties in 1893 by the arrival of the new steamer *Columbine*. This vessel was built at Cleveland, Ohio, in 1892, and on completion was taken through the lakes, down the St. Lawrence River, and thence to New York, where she was joined by Capt. Charles H. Richardson and Chief Engineer Harry Lord. She sailed from that port October 30, 1892, made stops at Bahia, Brazil, Montevideo, Sandy Point, Valparaiso and Callao, and arrived at the Columbia River in January. After some slight alterations, she entered service in charge of Charles H. Richardson, captain; Arthur Leighton, first officer; H. C. Lord, chief engineer; and Charles H. Mitchell, assistant. The United States coast defender *Monterey*, built by the Union Iron Works, San Francisco, spent several weeks in the Northwest in 1893. She arrived at Astoria, July 10th, and was piloted to Portland a few days later by W. H. Patterson, anchoring within a few yards of the spot where the United States schooner *Monterey* had remained for several weeks thirty-nine years before.

In 1893 the lumber trade of Puget Sound ports furnished employment to an immense fleet of sailing vessels. During the year the output of some of the big mills was as follows: Port Blakely Mill Company 82,647,947 feet lumber, 22,500,000 lath; Tacoma Mill Company 54,787,480 feet lumber, 16,113,800 lath; Puget Mill Company of Port Gamble, Port Ludlow and Utsalady 47,230,000 feet lumber, 15,965,000 lath; St. Paul & Tacoma Lumber Company of Tacoma 36,549,549 feet lumber, 11,000,000 lath; Stimson Mill Company of Ballard, 21,188,910 feet lumber, 6,701,000 lath; Bellingham Bay Improvement Company of New Whatcom 19,052,182 feet lumber, 1,925,900 lath; Northwestern Lumber Company of Hoquiam 18,500,000 feet lumber, 2,500,000 lath; Gray's Harbor Commercial Company of Cosmopolis 17,375,029 feet lumber, 4,043,000 lath; Washington Mill Company of Port Hadlock 16,000,000 feet lumber, 5,300,000 lath; S. E. Slade Lumber Company 15,476,000 feet lumber, 3,700,000 lath; J. M. Weatherwax Lumber Company of Aberdeen 11,000,000 feet lumber. Other mills of smaller capacity in different parts of the State swelled these amounts to a grand total of 757,641,892 feet lumber and 110,387,400 lath. California furnished the greatest market for this output, consuming 195,874,000 feet lumber and 73,287,573 lath. Deep-water shipments from the Sound and Gray's Harbor ports included 16,000,000 feet to Chile, 11,000,000 feet to Hawaii, 9,497,692 feet to Australia, 8,107,731 feet to Peru, 5,983,370 feet to New South Wales, 5,117,411 feet to Mexico, 2,491,047 feet to Cardiff, 2,356,555 feet to India, 4,261,229 feet to China, 1,275,148 feet to France, 2,141,029 feet to Africa, 1,349,157 feet to Ireland, 1,062,567 feet to South Sea Islands, 1,004,864 feet to Germany. Guatemala, the Argentine Republic, Scotland, Belgium, Japan and England received from 481,000 to 1,000,000 feet.

British Columbia's foreign lumber fleet for 1893 included nearly sixty vessels, as follows: *George Thompson* 1,128 tons, *Mark Curry* 1,256, *Fritzoë* 1,078, *Colorado* 1,036, *Highlands* 1,236, *India* 953, *Bittern* 399, *Katherine* 630, *County of Yarmouth* 2,154, *Hindoostan* 1,542, *Seminole* 1,429, *Ivy* 1,181, *Assel* 795, *Natoma* 1,106, *Harry Morse* 1,313, *John Ena* 2,600, *Blairhoyle* 1,291, *Mary Lou* 813, *Sigurd* 1,530, *Atacama* 1,235, *Wythop* 1,248, *Gryfe* 1,069, *Heinrich* 923, *Dochra* 966, *Kinkora* 1,799, *Carrier Dove* 672, *Puritan* 584, *Sonoma* 998, *Gunford* 2,108, *William H. Starbuck* 1,272, *Fortuna* 1,332, *Gainsborough* 985, *Eliza* 915, *King Cyrus* 667, *Charles F. Crocker* 813, *Hilo* 642, *Lyman D. Foster* 725, *Hesper* 664, *William Bowdoin* 728, *Elizabeth Graham* 598, *Geneva* 471, *Aida* 507, *Robert Sudden* 585, *Salvator* 444, *Louis* 820, *John D. Tallant* 533, *Germanic* 1,269, *Reporter* 333, *Snow & Burgess* 1,578, *Benjamin Sewell* 1,361, *Templar* 910, *W. H. Talbot* 776, *Eclipse* 1,536, *Beaconsfield* 1,450. Seven cargoes were for Sydney, four for Adelaide, seven for Port Pirie, three for Callao, six for Valparaiso, three for Iquique and three for Shanghai. Others went to Plymouth, Montreal, Antofagasta, Pisagua, Antwerp, Holland, Tientsin, London, Melbourne, Cork, Nagasaki and Cape Colony.

The boiler of the *Annie Faxon* exploded with fearful results August 14, 1893. The steamer was on her regular down-river trip from Lewiston in charge of Harry Baughman, captain; John Anderson, chief engineer; J. E. Tappan, purser, and at 7:20 A. M. swung round to land at Wade's bar. When she came into position, with her bow up stream, Captain Baughman gave the signal to go ahead, and at that instant the explosion occurred. Those on board who were not killed outright or thrown into the river were so dazed and injured that they were unable to tell much about the affair; but a young man standing on the bank, waiting for the steamer, states that the explosion was muffled, so that it seemed to make but little noise, and that the boat had the appearance of falling to pieces like a card house. Purser Tappan, but a moment before, had left his bride of a few weeks seated in his office on the upper deck, and had come down with his freight book preparatory to going ashore. While standing by the gangplank, within a few feet of the boiler, he felt the shock and saw a deckhand standing by his side fall dead, with blood gushing from his wounds. His first thoughts were of his wife, and he turned to go to her, but on looking round saw that the house and cabin had been swept out of existence. Captain Baughman felt the first of the shock and saw Thomas McIntosh, who was in the pilot-house with him, beheaded. He then became unconscious, recovering two hours later to find that he had been thrown ashore. Those killed were Mrs. J. E. Tappan, Thomas and John McIntosh, S. McComb, William Kidd, Paul Allen, A. E. Bush and George F. Thompson. Most of the bodies were terribly mutilated, but that of Mrs. Tappan was found without a scar, indicating that she had been stunned by the explosion and drowned. The

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every sale, purchase, and payment must be properly documented to ensure the integrity of the financial statements. This includes recording the date, amount, and purpose of each transaction.

The second part of the document provides a detailed breakdown of the company's revenue. It shows the total revenue for each quarter and year, along with a comparison to the budgeted amounts. This analysis helps identify any variances and the reasons behind them, such as changes in sales volume or pricing.

The third part of the document details the company's expenses. It categorizes expenses into fixed and variable costs, and provides a clear picture of the overall cost structure. This information is crucial for understanding the company's profitability and for making informed decisions about cost management.

The fourth part of the document discusses the company's cash flow. It shows the inflows from operations, financing, and investing activities, as well as the outflows for the same categories. This analysis is essential for assessing the company's liquidity and its ability to meet its financial obligations.

The fifth part of the document provides a summary of the company's financial performance. It highlights the key findings from the previous sections and offers insights into the company's overall financial health and future prospects.

Mystic, H. H. Morrison, captain, William McKenzie, engineer, was struck by the steamer *State of Washington*, Capt. G. H. Parker, in Seattle harbor, February 17th, during a dense fog, the tug going to the bottom immediately. She was afterward raised and repaired. The little steamer *Milton*, on her way from Seattle to Tacoma, took fire August 8th, was beached, and soon burned to the keel. The sternwheeler *Ellis*, plying between Seattle and Sydney, was totally destroyed at the latter place by a fire which broke out at one o'clock in the morning, while the watchman was asleep on board. It spread so rapidly that the steamer was cut loose from the wharf, and she drifted across the inlet, where she was scuttled too late to save anything. She was comparatively new and was valued at \$20,000. She was in charge of Capt. W. H. Ellis, her owner, and W. W. Gates, engineer. The historic schooner *John Hancock* was wrecked at Sand Point, Alaska, April 6th, while on a codfishing expedition. The *John Hancock* was constructed at the Boston Navy Yard for a Government tug in 1850, and a year later was sent to Annapolis, Md., as a practice ship for the use of the Naval Academy. During the excitement attendant on the Lopez expedition she was armed with brass six-pounders and sent to the Gulf of Mexico as a man-of-war. On returning to New York she was ordered to Boston, where she was refitted and sent to Japan as Commodore Perry's flagship. When the difficulties in the Orient were settled it was on board the *Hancock* that the existing treaty between the United States and Japan was signed. On returning she cruised a while on the Pacific Coast, was then placed in Mission Bay as a powder magazine, and was subsequently sold to Middlemass & Boole, who rigged her as a topsail schooner. She made her final cruise in command of Captain Gaffney.

The brief but exciting career of the unlucky steam schooner *Michigan* closed in January, 1893, when she left her bones in that well known marine cemetery on the west coast of Vancouver Island near Cape Beale. She was *en route* from San Francisco to Puget Sound in charge of Captain Graves with a full cargo of general merchandise. When four days out from the California port she encountered thick weather, with a heavy westerly sea and strong wind, which, with terrible northerly currents, sent her several miles out of her course, and at 10:50 P. M., January 21st, she struck the rocks about thirty miles north of Bonilla Point. The crew escaped in the boats and reached shore with their personal effects. Although the steamer was remarkably strongly constructed, the great force with which she struck, together with the weight of her cargo, rendered it impossible to save her. As she was unable to communicate with Victoria from Carmanah light, Captain Graves crossed to Neah Bay and telegraphed for a tug. The American tugs *Sea Lion*, *Tacoma* and *Discovery*, and the revenue cutter *Wolcott*, started for the scene and brought the crew back a few days later. Considerable was saved from the wreck by the Victoria wrecking steamer *Mascotte*. The *Michigan* carried a crew of twenty-one men and four passengers. One of the former, a German known only as Charlie, became delirious through his hardships on the beach, wandered off and died from exposure. Purser F. M. Bucklin suffered greatly from the same cause, but soon recovered on reaching civilization.

Another historic steamship, the *Wilmington*, Capt. Peter H. Crim, made a fiery exit from a varied and exciting existence. She arrived at Astoria from the Sound, January 31st, after a six days' trip, during which she received severe injuries in a terrible gale, in the midst of which her lime cargo ignited. The flames were extinguished or subdued, so that no further danger was anticipated, but five days later, while lying at Linnton, six miles below Portland, smoke was again seen issuing from the hold. An attempt was made to smother the fire, but the men were soon driven from the hold, the hatches were battened down, and the crew at once moved all the stores and what freight they could save to the wharf. The fire started at 9:20 P. M., Sunday, February 5th, and by daybreak the heat had become so intense that the engineers were forced to abandon their post. At 8:00 o'clock the flames burst through the decks and soon consumed the masts, rigging and cabin. The steamer *Ocklahama* was sent to the rescue but could do nothing except pump the hold full of water, and it sank, warped and twisted, injured beyond all possibility of repair. The *Wilmington* was owned by the Merchants' Steamship Company, composed principally of the smuggling syndicate of which Nat Blum and William Dunbar were the principal members. The steam schooner *Emily*, Capt. F. G. Lucas, while crossing Coos Bay bar, struck and lost her rudder, July 17th, and becoming unmanageable drifted on South Spit, proving a total loss. Those on board were rescued by the life-saving crew, only one life being lost, that of a passenger who refused to obey the instructions of the captain. The *Emily* was built in 1887 and valued at about \$20,000.

The Chilean bark *Leonore*, from Valparaiso for Puget Sound, was wrecked October 4th three miles north of Quillahuite River, Captain Jenaca, his wife and four seamen being killed. The bark was caught in a terrible storm, in which the captain lost his bearings. At about 1:00 A. M. on the fourth the lookout reported a vessel on the weather bow, mistaking a rock for a ship. The helm was put hard down, and a moment later the *Leonore* struck on the rocky shore. The wind was blowing a hurricane from the northwest, and the rain was driving down in torrents. When she struck, Captain Jenaca seemed to lose all control of himself, and his wife screamed and ran to the mate for protection, saying that her husband wanted to throw her overboard. For a few minutes the utmost confusion reigned, tremendous seas were breaking over the ship, the wind was whistling through the rigging, and the keel of the vessel was grinding to pieces on the rock. The captain forcibly took his wife from the mate and leaped overboard with her, and a moment later a heavy sea dashed them against the side of the vessel, instantly killing both. The cook, carpenter and one sailor followed the captain, and the sailor was the only one to reach the beach alive. Thirty minutes after striking, the vessel broke in pieces, and the crew drifted









at its highest point, and was drawing twenty feet of water. It was constructed in the form of a cigar, fifty-two feet wide in the center, with a central circumference of one hundred and thirty-seven feet and at each end of sixty feet. The main chain, which had an historical interest as the anchor chain of the ill-fated *Vandalia*, wrecked at Apia, Samoa, was of one and seven-eighths inch iron, and the cross chains, which were run at right angles, were placed at intervals of twelve feet and were of one and one-quarter inch iron, each attached to the main chain in such a way that the strain of towing, when it came on it, would be brought to bear on every chain in the structure. The tug *Monarch* was sent up from San Francisco and in command of Captain Thompson left Astoria with the raft at 10:30 A. M., October 12th. The bar was smooth, and the big tow was soon heading for the south. In the evening the wind began to rise, and at midnight a forty-mile southeaster was blowing. At 4:00 A. M. the tug had made but eighteen miles since leaving the Columbia, and that afternoon another gale commenced, so that she could make no headway; and all that night the *Monarch* and the raft rolled in the trough of the sea. The wind eased up the next morning, but the heavy sea running rendered it extremely difficult to proceed, and at daylight piles were noticed coming out of the raft both fore and aft. At 10:00 A. M. on the fourteenth the steamer had made forty-six miles of her journey. A thick fog, accompanied by a heavy westerly swell, was encountered on the morning of the fifteenth, and at 4:00 P. M. the wind was blowing forty miles an hour with an ugly cross sea. The next morning the waves were rapidly battering the raft to pieces, and an hour after daylight there were only seventy-five feet left together. Finding that further efforts were useless, the remainder of the tow was cut adrift. There were sixty tons of chain around the piles, and, as the timbers slipped out, the chain went to the bottom, anchoring the tug until the hawser was cut.

The steamer *Queen*, plying on Kamloops Lake and Thompson River in charge of Captain Ritchie of New Westminster and Engineer Martin, was blown to pieces by a boiler explosion July 4th. The accident happened at seven o'clock in the morning, just as the steamer was landing at a point about twelve miles north of Kamloops, at the mouth of Thompson River. Joseph Rushond, fireman, and Joseph Priette, cook, were instantly killed, and the captain, who was at the wheel, was scalded, cut and bruised. J. E. Saucier, owner of the *Queen*, was aboard at the time but escaped comparatively uninjured. The *William Irving* struck a rock at Sand Bar, near Farr's Bluff on the Fraser, in June, and sank in a few minutes. An unsuccessful attempt was made to raise the steamer, and she was then abandoned and at low water stripped of her machinery. The *Irving* had been up the river to tow to Westminster the *R. P. Rithel*, which had broken her shaft the day before when rounding a sharp turn in the river. The schooner *Mary Gilbert*, Capt. J. W. Dodge, with a cargo of merchandise, was lost off the south head of Alsea Bay, December 17th. The whaling barks *Abraham Barker*, *Reindeer* and *James Allen* were wrecked in the north in 1894, the latter on the Aleutian Islands, where she struck a rock and foundered, over twenty lives being lost.

The bark *R. K. Ham*, Capt. I. W. Gove, met her fate on Dungeness Spit in August. The vessel had made over one hundred trips between Puget Sound and San Francisco in charge of Captain Gove, who had never before lost a man or met with an accident. It was at first hoped that the bark would be again afloat, but her age prevented saving anything except portions of the rigging. The barkentine *John Worcester*, from Seattle for San Francisco with coal, was abandoned December 11th forty miles off Gray's Harbor. The crew were rescued by the barkentine *North Bend* and landed at Hoquiam, December 15th. The schooners *Fanny Dulard* and *Norway* collided off Clallam Bay, January 11th. The latter vessel received injuries which could not be repaired and drifted over to the Vancouver Island shore and soon broke up, the crew being saved. The bark *Bonansa*, from Port Gamble for Delagoa Bay, South Africa, went aground December 22d at the entrance to the harbor of East London. Captain Stetson had lightened the ship by taking off her deck load before attempting to enter, but the water was too low, and the old lumber drogher went to pieces. The small schooner *Garcia* was wrecked near Cape Meares lighthouse, December 12th.

The steamer *Columbia*, the flagship of the Columbia & Kootenai Steam Navigation Company's fleet, burned to the water's edge near the boundary line at 1:30 A. M., August 2d. The fire started in the engine-room, and within five minutes from the time the alarm was given the entire steamer was in flames, and the passengers and crew were unable to secure all of their clothing. The *Columbia* was in charge of John C. Gore, captain; Fred Bell, engineer; and C. A. Wright, purser. The steamer *Orient* ended a career of vicissitudes in September, 1894, by burning at Kelso on the Cowlitz River. She had sunk on the river in June, and at the time of the conflagration was on the beach for repairs. The steamer *Dispatch* burned May 24th at Friday Harbor, the *Messenger* four days later at Tacoma, and the *Virgil T. Price* at Port Gamble, January 11th. The *City of Stanwood*, owned by the Stanwood Navigation Company, burned to the water's edge at Port Susan, January 21st, while on her regular trip from the Stillaguamish River to Seattle. She had a full cargo of oats and hay, and the fire was not discovered until it had gained so much headway that it could not be extinguished. The steamer was valued at about \$10,000 and was insured for \$5,000.

A new style of marine craft, in which gasoline was used as motive power, appeared in the Northwest in 1894. The largest of these was the *Moro*, ninety-five feet long and twenty-two feet beam. She was schooner-rigged and had a speed of eight knots an hour without the aid of sails. The *Moro* and several other gasoline schooners were engaged in halibut fishing, and, owing to the small cost of operation, proved very profitable. The halibut banks in the Northwest had for several years been furnishing large quantities of this most delicious fish, and in





























Ernest Miner, hunters; Japan 1,707, Copper Island 471; total 2,178. *Ocean Belle*; Thomas O'Leary, master; A. N. Seaton, "mate; John Glossen, second mate; E. Glanson, K. Jackson, A. Dallery (lost), H. Balcom, Edgar Smiley (died on board), William Hennerbery, hunters; Japan 530, Copper Island 274; total 804. *Umbrina*; G. M. Peppett, owner; Charles Campbell, master; E. H. McNeill, Robert Purser, Darius Berry, Thomas Garner, hunters; Japan 2,588, Copper Island 153, Bering Sea 60; total 2,801. *Triumph*; C. A. Marvin, owner; Clarence Cox, master; Edward McDonald, mate; Indian hunters; British Columbia 1,320, Bering Sea 3,240; total 4,560; largest catch on record. *Wanderer*; Henry Paxton, "master; H. R. C. Smith, "mate; Indian hunters; Japan 400. *May Belle*; William Munsie, owner; E. C. Shields, "master; John Murdock, mate; R. Conn, Arthur Griffin, Joseph Morrell, A. Bourier, hunters; Japan 925, Copper Island 907; total 1,832. *Otto*; William Munsie, owner; John McLeod, master; Duncan Webber, mate; J. Mathews, J. Byers, A. Hutt, C. H. White, S. Colloison, E. Payne, Jacob Rogers, Edward Bennett, Alex Müt, Samuel Collinson, hunters; Japan 1,014, Copper Island 623; total 1,637. *City of San Diego*; Mark Pike, master; George Roberts, Henry Crocker, Walter Shaw, John J. Kent, hunters; Japan 1,304, Copper Island 250; total 1,554. *South Bend*; C. F. Dillon, master; M. Thompson, mate; Indian crew. *Enterprise*; Oscar Scarf, master; Alfred McDougall, mate; Charles Francis, George Derby, Daniel Lewis, Neil Morrison, J. E. Rivers, S. D. Lewis, hunters; Japan 1,254, Copper Island 314; total 1,568. *C. D. Rand*; Olof Westerland, master; Charles Bowman, Robert Bullock, J. G. Searle, William Tyson, David Jones, Frank Kelly, C. F. Lundy, hunters; Japan 357. *Louis Olsen*; R. F. Guilliams, "master; F. Lupp, mate; O. A. Copeland, N. I. Guilliams, F. Lewis, Y. C. Davis, W. L. Emery, J. Knapp, hunters; Japan 435, Bering Sea 84; total 519. *Maud S.*; Elford & Smith, Brown Brothers and Captain McKiel, owners; R. E. McKiel, master; Peter Soussiant, mate; James Harrison, second mate; Charles B. Speer, William Moore, James McRae, John Bishop, Jacob Morgan, Max Le Clair, hunters; Japan 1,343, Copper Island 86; total 1,429.

Other schooners not mentioned in the foregoing list were the *Carlotta G. Cox*, Capt. W. D. Byers, " with 1,947 from Japan; *Kate*, Japan 79, Bering Sea 867, total 946; *Henrietta*, Japan 315, Bering Sea 767, total 1,082; *Kilmeny*, Bering Sea 634; *Mountain Chief*, Japan 175; and *Fisher Maid*, Japan 92. The remarkable catch of the *Triumph* in Bering Sea was made in a little over a month's hunting, the schooner carrying eight whites and thirty-six Indians and working seventeen canoes. In accordance with the terms of the international agreement, the masters of schooners operating in Bering Sea were required to enter in their log-books the latitude and longitude where the operations of any day on which seals were taken were carried on. A record was also kept of the number of males and females secured, the result showing that a much larger proportion of the former were killed than had been generally claimed by those interested in the protection of the fur bearers, the total catch of the Victoria fleet in Bering Sea showing 11,705 males and 14,636 females. Collector Milne of Victoria, in his official report, states that the Bering Sea catch was made outside the sixty-mile protected zone, in latitudes 55°, 56° and 58°, and longitude from 171° to 175°, hunting being carried on from the first of August to the middle of September. On the Japan coast sealing began in about latitude 36° and continued north, the fleet suffering none of the interruptions recently experienced by those operating in territory adjacent to Russian waters. All the vessels kept well outside the thirty-mile zone and worked mainly southeast of Copper Island. The fleet on the

"Capt. Alex N. Seaton was born in Scotland in 1861 and commenced sailing out of European ports when thirteen years of age, remaining in the deep-water service until he reached the position of master. He came to Victoria several years ago, was first engaged on the schooner *Geneva*, and has since served as mate and master on several well known schooners sailing out of British Columbia's western metropolis.

"Capt. Henry Paxton is a native of England and has had over twenty years' experience on the sea. He first arrived in Victoria in 1877 and is one of the old school of sealing captains, his first engagement in this line of marine business having been on the old schooner *Juanita*. He has had command of the *Wanderer* for a considerable length of time, and, with the exception of her unwarranted seizure in 1894, the vessel has made a good record while in his charge.

"Capt. H. R. C. Smith was born in Breslau, Prussia, in 1857. He came to this country shortly afterward and began his marine career in 1876 on the Fraser River as deckhand on the steamer *Glenora*. He was also on the steamers *Reliance* and *Royal City*, and continued steamboating until 1879, when he went on board the old sealing schooner *Black Diamond* for two years. In 1881 and 1882 he was in charge of Capt. J. D. Warren's sealing station, and in 1883 commanded the schooner *Annie Beck*. When the steamship *Sardonyx* entered the China trade in 1884, he shipped as quartermaster, and on leaving her was in the mercantile business for three years. In 1887 he went out as master of the *Triumph*, the smallest sealer that ever left Victoria for Bering Sea. In 1888 he had charge of the *Black Diamond*, in 1889 was mate on the *Ariel*, and in 1890 again master of the *Black Diamond* under her new name, *Katherine*. In 1891 he commanded the *Venture*, in 1892 the *Mabel*, in 1893 was a hunter on the *Theresa*, and in 1894 mate of the *Wanderer*.

"Capt. E. C. Shields was born in California in 1861 and has had an experience of fifteen years in the marine business. He commenced sealing out of Victoria on the *Triumph* in 1886, and has since been continuously engaged in the business, always meeting with success. He has recently been in command of the schooner *May Belle*.

"Capt. R. F. Guilliams was born in Iowa in 1862 and commenced sealing on the schooner *Kate and Anna* in 1886. In 1888 he was in the coasting trade on the schooner *George H. Chance* for a year and was next on the *Penelope* from Victoria. In 1891 and 1892 he was engaged on the schooner *Geneva*, and in 1893 took charge of the schooner *Louis Olsen*, formerly the British steamer *Dolphin*. He reached Victoria late in 1894 with the *Olsen*, after having sealed on the Japan coast and having been to the most westerly islands of the Aleutian group, thence to Alaska and Bering Sea. Captain Guilliams died very suddenly at Victoria in December, 1894.

"Capt. William D. Byers was born in Nova Scotia in 1863 and commenced going to sea at the age of sixteen, reaching the position of master soon after attaining his majority. He commenced sealing out of Victoria in 1886 on the schooner *Pathfinder* and afterward had command of several other well known schooners, making his best record on the *Carlotta G. Cox*, which he handled very successfully until 1895, when he exchanged commands with Capt. Charles Harris of the *E. B. Marvin*. Captain Byers left for the Japan coast with the latter schooner early in 1895 with a crew of twenty-six men. He is a thorough navigator, and is very well posted on all details of the sealing business, a fact which has much to do with the size of the catches he has brought into port.



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that the Paris arbitrators had the amplest means of providing against the extermination of the seals, and that the award properly executed will give full protection.

The result of these different interpretations will certainly cause trouble, and, whatever the result, it cannot be other than humiliating to the American Government. If Canadian sealers are intercepted for carrying arms contrary to the American law, further claims for damages will be instituted. If these seizures are not made, it will have the appearance of a compulsory recognition of rights not hitherto accorded the Canadians. Either horn of the dilemma will be unpleasant to the American grasp, and by far the worst feature of the matter is the fact that the American sealer will be given another forcible illustration that the flag of his country is a very poor banner for a sealer to sail under. This singular state of affairs was first brought to public notice with the seizures of 1887 and 1888. The master and owner of the *Alpha*, as well as those of other American schooners captured and taken to Sitka, were left penniless hundreds of miles from civilization, and after release from custody made their way back to their native land expecting to receive justice. It is still due them. No influential nation appeared at Paris to plead their cause, and their claims for damages lie yellow and dusty in the pigeon-holes of the department at Washington. The ultimate result of such an unfair policy will be the driving of the few remaining American sealers to the protection of the British flag.

Every year reports are circulated concerning the great decrease in the size of the seal herds, and, in the face of this, each season shows a greater catch. The United States Government yearly presents an array of figures showing that the seals are disappearing from the Pribilof Islands; but at the same time they are reported in immense herds in other portions of the Pacific, indicating that the fur seal is in no immediate danger of extinction. It has cost in the neighborhood of a million dollars each season to maintain the Bering Sea fleet, and the good results have not been proportionate. In an interview published in the *Seattle Post-Intelligencer*, Mr. Sheldon Jackson, who has spent several years in Alaska as an agent of the United States, recommended the killing of all the seals on the islands by the Government. Mr. Jackson is reported as saying: "I favor such a policy, and it is the only way that our Government will ever get anything out of it. At present it costs about \$1,000,000 a year to keep a fleet of vessels in northern waters, and what recompense do we get? I stated while I was in Washington City that it would be the best move we could make to have every seal killed off this season. If that were done, the Government would have a lot of money turned into the treasury; but, if things go on as they have been going on for a long time, the Canadian poachers will have every seal, and we will have what—why simply a big hole in the treasury. It is an actual fact in my mind that we are pursuing a wrong course in this matter, and, while I don't believe that the advice I give will be followed, I do believe that it would be the only correct thing to do. It is not the American poachers that we have to fear so much, but the Canadians. If an American vessel is caught poaching, she is seized, and the American Government does not pay her owner any indemnity; but, if the American fleet seizes a British vessel, we confiscate it, and by an international court the owners are awarded damages. Consequently you will find that Americans go north and employ British boats to poach for them. I have been in Alaska for a good many years, and during the past six years have noticed a remarkable decrease in the herds on the Pribilof Islands. No; I believe that the suggestion I have made will not be put into effect, because somehow I feel that the American people—my people—have not sense enough to do it. You can rest assured, however, that the British will look after their interests, as they always do."

It is hardly probable that the United States would succeed in exterminating the seals in a single season, even were such a foolish method of procedure adopted, and both Canadian and American sealers, with rare exceptions, have always obeyed the law where its interpretation was the same by both nations. Russia stands in readiness to assist, and the matter of protecting the seals and perpetuating the industry is far from difficult if each country interested would accord to others the same rights expected and enjoyed by itself. Preliminary to such an international agreement, it would be very appropriate for the United States to liquidate its indebtedness caused by the confiscation of the private property of the Canadians, and, when this is done, extend a similar courtesy to its own citizens.



SEALERS OF THE NORTHWESTERN FLEET.

- Acker, F., hunter schooner *Annie E. Paint*, San Francisco.
- Allen, George, hunter schooner *Francis M. Smith*.
- Allen, Capt. John, schooner *Francis M. Smith*, Victoria.
- Anderson, A., hunter schooner *Dora Seward*, Victoria.
- Anderson, Herman, boatsteerer, Victoria.
- Anderson, J. W., master of schooner *Viva*, Victoria.
- Anderson, Theodore, mate on sealing schooners, Victoria.
- Anfindsen, John, hunter, Victoria.
- Archinbult, O. K., hunter schooner *Ocean Belle*, Victoria.
- Backe, Ole, hunter schooner *Ocean Belle*, Victoria.
- Bamwell, Henry, master of steamer *Enterprise*, Port Townsend, was formerly engaged on the schooners *Thornton*, *Annie Beck* and *Grace*.
- Barker, G. N., mate, Victoria, has been sealing out of that port since 1887 on the *Viva*, *Favorite* and others.
- Barron, Charles, hunter schooner *Penelope*, has been sealing out of Victoria since 1885.
- Beck, W. P., hunter, Victoria.
- Beckman, William, hunter, Victoria.
- Bertrand, A. J., hunter, Victoria, has been sealing out of that port for ten years.
- Bissett, A. R., master of sealing vessels, Victoria.
- Bonner, John, hunter, Victoria.
- Boswell, J. W., hunter schooner *Enterprise*, Victoria.
- Boutilier, Joseph, steward, Victoria.
- Bridger, George, hunter, Victoria.
- Brown, G. D., master of sealing schooners, Victoria.
- Brown, Henry, hunter schooner *Libbie*, Victoria.
- Brown, Thomas H., hunter, Victoria.
- Buchanon, Capt. James, sealer, Victoria.
- Burke, Joseph, hunter schooner *Francis M. Smith*, Victoria, began sealing on the *Pathfinder* out of Victoria in 1893.
- Burns, Edward, hunter, Victoria.
- Burt, James, hunter schooner *Mermaid*, Victoria.
- Byers, D., hunter, Victoria, commenced sealing out of that port in 1890 on the schooner *Geneva* and was afterward on the *Mascotte* and *Theresa*.
- Campbell, Daniel, master schooner *Sadie Turpel*, Victoria.
- Campbell, Harry, boatsteerer schooner *Agnes McDonald*, Victoria.
- Cantillon, Capt. Edward, sealer, Seattle, Wash., has been engaged on the *Mollie Adams*, *Oscar* and *Hattie* and *Ainsworth* as captain, and on the *Carlotta G. Cox* and *Henry Dennis* as hunter.
- Carlson, John, hunter schooner *Otto*, Victoria.
- Carpenter, J. C., mate on sealing schooners, Victoria.
- Carter, William, hunter, Victoria.
- Cessford, George W., hunter, Victoria.
- Chinn, G. R., boatsteerer, Victoria.
- Christian, Milton, hunter, Victoria.
- Churchill, Herbert, hunter, Victoria, came to the Coast on the *Francis M. Smith*.
- Cole, Jordan, hunter, Victoria.
- Collier, John, mate on schooner *Brenda*, Victoria.
- Conlon, P. C., hunter schooner *Umbrina*, Victoria.
- Conn, Robert, hunter, Victoria.
- Connell, Michael, boatsteerer, Victoria.
- Conrads, William, hunter, Victoria.
- Copeland, O. A., hunter, Yaquina, Or., has been engaged on the *C. G. White*, *Penelope* and *Louis Olsen*.
- Coveney, Samuel, hunter, Victoria.
- Crocker, Henry, hunter, Victoria.
- Crockett, Ezekiel, master of schooner *Ainsworth*, Seattle, Wash., has been engaged in sealing on the coast for six years. He served on the schooners *Mollie Adams*, *Edward Webster*, *Mattie T. Dyer* and *Ainsworth*, and has been master of the latter vessel for the past two years.
- Crowdy, Robert, mate on sealing vessels, Victoria.
- Cummings, Thomas, hunter, Victoria.
- Dahlberg, Charles, master of sealing vessels, was born in Sweden in 1865. He began sealing out of Victoria in 1887 on the *Triumph*, was afterward on the *C. H. Tupper* and *Adele* as hunter, has recently been master of the *W. P. Sayward*, and was also engaged on the *Aurova* and *Enterprise*.
- Darritt, William, hunter, Victoria.
- Dasey, Thomas, mate on sealing schooners, has been sailing out of Victoria since 1887. He was one of the crew of the bark *Sarah*, wrecked at Carmanah Point.
- Davis, Henry, mate on sealers, Victoria.
- Day, James, steward, Victoria.
- Dayton, Benjamin, hunter, Victoria.
- Decker, Capt. A. O., Seattle, Wash., was born in Maine in 1854 and sailed for several years out of Gloucester on fishing schooners. He came to Seattle in 1887, built the sealing schooner *George R. White* in 1889, and went as master of her for one season. He then shipped as hunter on the *Annie C. Moore* of Victoria, and in 1891, in connection with Captains Crockett, Abbott and Winston, constructed the schooner *Ainsworth*, which they are still operating, alternating in command.
- De Lisle, G. J., hunter, Olympia, Wash.
- Dorsey, Thomas, sealer, Victoria, has been engaged on the *Carmolite*, *Fawn* and others.
- Dougeal, C., hunter schooner *Katherine*, Victoria.
- Douran, Henry, hunter, has been sailing out of Victoria for twelve years, and was one of the crew of the *Willie McGowan*, seized by the Russians off Copper Island.
- Ebmeier, W., sealer schooner *Saucy Lass*, Victoria.
- Eden, Edward, mate on sealing schooners, Victoria.
- Ellis, Amos, mate and master of sealing vessels, was in the employ of Spring & McKay for several years and has been master of the *Winnifred*, *Mascotte*, *Sierra* and others.
- Erkson, Harry, sealer, Victoria.
- Etzel, Louis L., hunter, Seattle, Wash.
- Eyans, John, sailing master, Victoria, has served in different capacities on the *Annie C. Moore*, *Pathfinder*, *Sea Lion*, *Carmolite*, *Otto*, *Arietes* and *Umbrina*.
- Everett, T. T., sealer, Vancouver.
- Farley, P. J., hunter, Victoria, came to the Coast in 1890. He was first engaged on the *Ocean Belle* as boatsteerer, the following season was hunter on the *Favorite*, and has recently been employed on the *Penelope*.
- Fenley, Thomas, hunter, Victoria.
- Ferrel, James, boatsteerer, Victoria, has been sealing out of Victoria for six years.
- Fillmore, Albert, Victoria, master mariner, was born in New Brunswick in 1858 and began sealing on the old schooner *Mary Ellen* on her first trip to Bering Sea. He is at present connected with the *Arietes*. He fitted out the *Jessie* at New Brunswick and brought her around the Horn. In 1891 Captain Fillmore fitted out the *Ethel* in San Francisco, took her to Bering Sea, where she was seized and confiscated.
- Foley, N., master of sealing schooners, Victoria.
- Garner, Thomas, hunter, Portland, Or., commenced sealing on the *C. H. Tupper* in 1889. For the past three seasons he has been on the schooner *Umbrina*, his record in 1893 being 463 skins, and 453 in 1894.
- Geuge, George, boatsteerer and hunter, Victoria.
- Gerow, A., hunter, Victoria.
- Glawson, F. A., hunter, Victoria, has recently been on the *Ocean Belle*.
- Gowdy, Edward, hunter, Victoria.
- Grant, C., hunter, Victoria.
- Griffin, A., hunter, Victoria.
- Griffith, T. H., mate and master of sealing schooners, Victoria.
- Gundasen, S. T., hunter, Victoria.
- Gunner, M. A., hunter schooner *Agnes McDonald*, Victoria.
- Haake, John H., hunter, Victoria, has been engaged on the *Mary Ellen*, *Walter L. Rich*, *Ocean Belle*, *Walter A. Earle* and *Oscar* and *Hattie*.
- Hallgan, William, hunter, Victoria.
- Ham, William, hunter, Victoria.
- Hansen, J. G., master mariner, Victoria.
- Hardiman, Samuel, hunter, Victoria.

- Harris, Edward, hunter schooner *Mermaid*, Victoria.
 Harris, Samuel, boatsteerer, Victoria.
 Harrison, James, mate on sealing schooners, Victoria.
 Hawkins, James, hunter, Victoria.
 Heffernan, G., hunter, commenced sealing out of Victoria in 1890 as boatsteerer on the *Carmolite* and was afterward hunter on the *Geneva*, *Umbrina*, *Viva* and *Penelope*.
 Hendy, Robert, hunter, Victoria.
 Hennebery, William, hunter, Victoria.
 Henson, J. W., hunter, Port Orford, Or., has been engaged on the schooners *Mary Ellen*, *Annie*, *San Diego*, *Olympia*, *C. G. White* and *Herman*.
 Howard, George F., steward, Victoria.
 Hughes, Charles, steward, Victoria.
 Hughes, H. V., master of sealing vessels, Victoria, was born in Digby, Nova Scotia, in 1864. He has been sailing out of Victoria since 1891 and has recently been connected with the schooner *Mary Ellen*.
 Hughes, J. G., hunter, Seattle, Wash.
 Hughes, William, boatsteerer.
 Hunter, Thomas, hunter, Victoria.
 Inglish, William, hunter, Victoria.
 Irvine, William C., hunter, Victoria.
 Jacobsen, Henry, hunter, Victoria.
 Jennings, Arthur, boatsteerer, Victoria.
 Jipi, G., hunter, Victoria.
 Johnson, August, hunter schooner *Louis Olsen*, Victoria.
 Johnson, Charles, hunter, Victoria.
 Johnston, J. W., hunter, Victoria.
 Karl, Harry, hunter, engaged in deep-water sailing until 1881, when he came to Victoria and joined the *Mermaid*.
 Keefe, Michael, master schooner *Fawn*, Victoria, has been in the sealing business out of Victoria since 1887.
 Kelly, P. J., sealer, San Francisco, was formerly mate on the ship *Oriental*, running between San Francisco and Tacoma, for several years. He has recently been connected with the schooners *Walter L. Rich* and *Umbrina*.
 Kieson, Hans, boatsteerer, Victoria, has been engaged on the schooners *Bessie Rutter*, *Ocean Belle*, *Favorite*, *Vera* and *Penelope*.
 Kingston, Joseph, boatpuller, Victoria.
 Knapp, J. M., hunter, Victoria, has been connected with the *Penelope*, *W. P. Sayward* and *Henry Dennis*, and was on the latter vessel when she was wrecked near Hakodate.
 Knox, William, hunter, Victoria.
 Landry, C., boatsteerer, Victoria.
 Larson, Hans, hunter, Victoria.
 Lawrence, Capt. Thomas, was born in Halifax in 1856 and when a boy commenced sailing in the South American and North Atlantic trade, remaining there for eleven years. He came to the Pacific Coast in 1886, bringing a sealing schooner around from Halifax. He was engaged in sealing with the *Mary Ellen* in 1886 and 1887, and was afterward employed on the steamer *Yosemite*, going from her to the old steamer *Pilot*, of which he was master for eighteen months. His next service was on the steamer *Earle*.
 Le Blanc, Charles S., master of sealing schooners, Victoria.
 Le Blanc, E. C., mate and master, Victoria.
 Lee, Christ, sealer, Victoria.
 Lee, Capt. W. H., owner of sealing schooner *George W. Prescott*, built at Irondale in 1893.
 Leer, Charles, hunter, Victoria.
 Lewis, D. A., hunter, Victoria.
 Lind, Albert, boatpuller, Victoria.
 Linton, A., boatbuilder, Vancouver, B. C.
 Locke, Samuel, mate on sealing schooners, Victoria.
 Lodge, Albert, hunter, Victoria.
 Loo, Albert V., steward, San Francisco.
 Lovoie, William, hunter, Vancouver, B. C.
 Lund, Harry, hunter, schooner *Brenda*, Victoria.
 Lynan, Edward, mate on sealing vessels, Victoria.
 Lynch, James H., hunter, Victoria.
 Magnesen, Theodore M., master of sealing schooners, Victoria.
 McCall, John, hunter schooner *Pioneer*, Victoria.
 McCauley, D. G., master of sealing schooners, Victoria, was born in Cape Breton in 1857 and has been sailing out of Victoria for the past six years. He has recently been connected with the *Beatrice*.
 McKay, J., boatsteerer, Victoria.
 McNeil, John, boatpuller, Victoria.
 McNeill, R. H., hunter, Victoria.
 McNeil, Daniel, boatpuller, Victoria.
 Meriin, Daniel, hunter, Victoria.
 Meyers, James, master of schooner *Geneva*, has been sealing out of Victoria since 1891.
 Montgomery, Thomas, sealer, Victoria.
 Moore, William, hunter, Victoria.
 Morris, John, Victoria, master mariner, was born in Wales in 1847 and began going to sea when he was nineteen years old. His first sealing vessel was the old *Black Diamond*. He has also commanded the schooners *Onward* and *Alfred Adams*, and one season took out the Seattle schooner *Seventy-six*. He is at present interested in several sealing schooners.
 Morrow, L. W., hunter, Victoria.
 Moss, Andrew, boatpuller schooner *Viva*, Victoria.
 Murray, H., hunter, Victoria, has been sailing out of that port since 1889.
 Neilson, L., hunter, Victoria.
 Nelson, Charles H., hunter, Victoria.
 Nelson, George, hunter, Victoria.
 Nelson, John, boatpuller, Victoria.
 Nelson, N. P., hunter, Victoria.
 Newson, R. W., steward, Vancouver, B. C.
 Nicholson, Charles, hunter and mate on sealing schooners, Victoria.
 Niles, George J., boatsteerer, Victoria.
 Nisbet, William, hunter, Victoria.
 Norlin, Charles, hunter, Victoria.
 Oleson, Charles, steward, Victoria.
 Oleson, Martin, hunter, Victoria.
 Olsen, Andrew, hunter, Victoria.
 Patterson, W., hunter, Victoria.
 Penny, Capt. J. L., owner of sealing schooners, Victoria.
 Peterson, P., hunter, Victoria.
 Petrie, P. J., hunter, Victoria.
 Pike, Charles, hunter, Victoria.
 Pike, Mark, master of schooner *City of San Diego*, Victoria.
 Power, Thomas, hunter, Victoria.
 Prevost, James C., Victoria, was born in Hampshire, England, in 1845, and is a son of the late Admiral Prevost of the British Navy. He built the steam wrecker *Mascotte* and also owned the sealing schooner *Ariel*, which Captain Bucknam brought around the Horn.
 Ramlose, Emil, hunter, Victoria.
 Reppen, August, master of sealing vessels, Victoria.
 Rigby, H., hunter schooner *Katherine*, Victoria.
 Riley, Edward, boatsteerer, Victoria.
 Risser, J. P., mate on sealing vessels, Victoria.
 Robbins, E. P., master of sealing schooners, Victoria.
 Roholm, A., hunter schooner *Sapphire*, San Francisco.
 Ryan, J. N., hunter, Victoria.
 Sampier, James, hunter schooner *Mary Ellen*, Victoria.
 Scholander, Anthony, hunter, Victoria.
 Schweickhardt, A., hunter, Victoria.
 Shephard, William, hunter, Victoria.
 Siteman, James, mate on sealing schooners, Victoria.
 Smith, Harry, hunter, Victoria.
 Smith, J., hunter schooner *Pioneer*, Victoria.
 Somerton, Fred, hunter, Victoria.
 Spencer, R. B., hunter, Victoria.
 Spencer, Robert, hunter, Victoria.
 Steele, Capt. John, was born on Prince Edward Island in 1858, and began sealing as master of the schooner *Penelope* in 1888. In 1890 he was master of the *Theresa* and in 1891 of the *Ainoko*. He retired from sealing in 1892 to go as mate and pilot on the *Barbara Boscowitz*, where he remained until 1893, when he took charge of Porter's wharf. He resides at Victoria.
 Stickland, Thomas, boatsteerer, Victoria.
 Tacnicke, W., hunter, Victoria.
 Thorsen, John, hunter, Victoria.
 Vincent, William, hunter, Victoria.
 Wadden, Patrick, boatpuller, Victoria.
 Walker, Donald, shipbuilder, Victoria.
 Wallace, George S., hunter, Seattle, Wash.
 Walsen, Charles, boatsteerer, Victoria.
 Warren, Fred, hunter, Victoria.
 Wells, John, hunter, Victoria.
 West, James, boatsteerer, Victoria.
 Whidden, A. B., master of sealing vessels, Victoria, was last in charge of the schooner *Rosie Olsen*, remaining with her until she was wrecked.
 White, Anthony, boatpuller, Victoria.
 Whitney, B. B., master of sealing schooners, Seattle, Wash.
 Whyman, N., hunter schooner *Agnes McDonald*, Victoria.
 Williams, Robert, hunter, Victoria.
 Wilson, Fred, hunter, Victoria.
 Wilson, George, hunter, Victoria.
 Winston, Grant, hunter, Seattle, Wash.
 Wright, H. R., hunter schooner *Mermaid*, Victoria.
 Young, John, hunter, Victoria.

MARINE MEN ENGAGED IN THE WATERS OF THE NORTHWEST.

- Aak, Richard, engineer, Ballard, Wash.
- Abel, Charles, mate and master on sailing vessels, San Francisco.
- Abro, G., steward, San Francisco.
- Acton, Henry, Vancouver, B. C., fifth assistant engineer of steamship *Warrimoo*.
- Adams, Herbert, engineer, Port Townsend, Wash., was born in Maine in 1866. He came to the Pacific Coast in 1876, his first work being on the steamship *George W. Elder*. He was also chiefengineer of the *Wilmington* when she burned on the Willamette River, and was afterward on the steamer *Willapa*.
- Alexander, John, shipbuilder, Seattle, Wash.
- Allen, Capt. C. E., San Francisco, was born in Sweden in 1857 and began sailing out of the ports of that country in 1871. He ran in the deep-water service until 1879, when he came to the Pacific Coast and joined the steamship *Salinas*. He subsequently served as third, second and first officer on several steamships of Goodall, Perkins & Co's line, and about 1889 was given command of the steamer *Point Arena*. In 1891 he took charge of the *Crescent City*, which he still commands.
- Allen, Capt. James G., was born in New Jersey in 1839, began his marine service in 1853 on the Delaware River, was afterward on various sailing vessels as seaman and mate, and on the Boston and New York packets. He made a voyage to the Pacific Coast in 1856 on the ship *Empress of the Seas*, but returned East on the ship *Sea Nymph*. He arrived at San Francisco again in 1864, but did not go north until 1869, when he reached Yaquina Bay on the schooner *William Ireland*. Since that time he has been in command of the schooners *Elnorah*, *Carolina*, *Alice Kimball* and *Emma Utter* in the coast trade, and is at present running to Coos Bay and the Umpqua and Columbia rivers.
- Allen, Samuel W., engineer, Seattle, Wash., is a native of New York and has been engaged in the marine business for eighteen years, most of the time on the Great Lakes and on Pacific Coast steamers. His first work on the Sound was with the steamer *Celilo* in 1888.
- Allisen, William, mate on sailing vessels, has been sailing north from San Francisco since 1882 and for the past four years has been second mate of the bark *C. B. Kenney*.
- Allyn, Julius, master and pilot, Portland, Or.
- Alyward, James, engineer, Portland, Or.
- Ames, Capt. C. W., is a native of Maine and came to the Pacific Coast with the steamer *City of Seattle*, on which he was engaged for several years. When the Northwestern Steamship Company was organized he was given command of the new steamer *Rosalie* on the Victoria route.
- Amy, Capt. A. H., Blaine, Wash., was born in England in 1838 and came to Victoria in 1860 on the bark *Speedwell*. He was employed in the coasting trade for about twenty years and since 1880 has been running sloops on the Sound.
- Anderson, Capt. A., was born in Denmark in 1861 and began sailing on the Pacific Coast on the brig *Arago* in 1881. He has recently been connected with the *C. B. Kenney*.
- Anderson, A., mate on schooner *Nettie*, San Francisco.
- Anderson, A., mate, was born in Sweden in 1857 and has been coasting north from San Francisco since 1883.
- Anderson, A. M., engineer, Hoquiam, Wash., was born in Norway in 1862. On coming to this country he was engaged for a short time on the Columbia River in 1886 and then went to Gray's Harbor, where he entered the employ of the Northwestern Mill Company, serving with them since as engineer on their steamers.
- Anderson, Andrew, mate on sailing vessels, was born in Norway in 1866 and has been sailing north from San Francisco since 1887.
- Anderson, Anton, engineer, was born in Sweden in 1851 and came to San Francisco in 1871. He went to Puget Sound in 1875, where he worked as deckhand and fireman on the steamers *Blakely*, *Nettie*, *Zephyr*, *North Pacific* and *Alida*. About 1880 he arrived on the Columbia River, where he worked as fireman and second engineer on a number of the Oregon Railway & Navigation Company's boats, and as chief engineer on the steamers *Altoma*, *Ramona* and *Elwood*, having been on the latter for the past two years.
- Anderson, C., mate on coasting vessels, San Francisco.
- Anderson, Anton M., engineer, Hoquiam, Wash., has been engaged on the steamers *Rustler*, *Edgar* and *Typhoon*.
- Anderson, C. O., master of sailing vessels, San Francisco, has been sailing out of that port since 1877. He has had command of the ship *Southern Chief*, barks *Memnon* and *Sonoma*, and schooner *Meta*.
- Anderson, Edward, mate, San Francisco.
- Anderson, Frank, mate on sailing vessels, began on the Pacific Coast in 1883 and has since sailed on a number of well known coasters.
- Anderson, Frank, mate, was born at sea in 1851 on a pilot schooner in the Gulf of Bothnia. He came to the Pacific Coast in 1864 and has been coasting north most of the time since. He was for eleven years mate on the bark *Tidal Wave*, and has recently been connected with the bark *Mercury* in the same capacity.
- Anderson, Harry E., San Francisco, steamship purser, has been employed on the *Arago* and *Arcata* on the Coos Bay route for the past two years.
- Anderson, Capt. J., was born in Norway in 1868, commenced sailing out of San Francisco in 1885, and is at present master of the schooner *Theresa*.
- Anderson, J. J., mate, Portland, Or.
- Anderson, J. W., engineer, was born in Sweden in 1857 and learned his trade in the old country, coming to the Pacific Coast on the steamship *Santa Rosa* in 1882. On arrival he spent two years on a whaling expedition to the Arctic, joining the steamship *City of Puebla* on his return, where he remained three years as first assistant. He then joined the steamship *Caspar* as chief for a few months, leaving her to accept a position on shore with the Merchants' Cold Storage Company.
- Anderson, James, purser in the service of the Columbia & Kootenai Steam Navigation Company, Nelson, B. C.
- Anderson, John, engineer, has been on the Columbia River since 1864, where he began on the steamer *Spray* with Capt. J. H. D. Gray. In 1865 he was on the *Nez Perce Chief* with Capt. Charles Felton, and in 1866 on the *Yakima* with Capt. E. F. Coe. He continued running on all of the steamers of the Oregon Steam Navigation Company's fleet in connection with Captains Stump, Holmes, Sampson, Pingleton, Troup, Wilson, Baughman and others. He is at present engineer on the Oregon Railway & Navigation Company's boats running out of Portland.
- Anderson, John, master, Seattle, Wash., was born in Norway in 1855 and has been engaged in steamboating on Puget Sound since 1888.
- Anderson, John, surfman life-saving station, Bandon, Or.
- Anderson, John Alfred, mate on sailing vessels in the coasting trade, has been sailing out of San Francisco since 1886.
- Anderson, Capt. K., San Francisco, was born in Norway in 1847 and commenced coasting out of San Francisco in 1880. He was first in command of the schooner *Amethyst*, going from her to the *Eureka*, *Albion*, *May Flower*, *Alvina* and *Orion*, and is still in command of the latter.
- Anderson, M., mate of sailing vessels, has been coasting north from San Francisco since 1884. He has recently been engaged on the *C. B. Kenney*.
- Anderson, M., mate of the barkentine *C. C. Funk*, San Francisco.
- Anderson, Max, mate on sailing vessels, San Francisco.
- Anderson, Olof B., master and pilot, Seattle, Wash., has been steamboating on the Sound since 1889, and recently has had charge of the *Quickstep* on Lake Washington.
- Anderson, Olof, mate, was born in Norway in 1860 and came to the Pacific Coast on the *Seminole* in 1871. On arrival he began running coastwise, since then has run as mate on the *Bonanza*, *Bertha Dolbeer*, *Talbot*, *Levi G. Burgess*, *Ivy* and *Louise*, and is now sailing in that capacity on the latter vessel.
- Anderson, Peter, engineer, was born in Denmark in 1861 and came to the United States in 1878. He served on Atlantic steamers until 1882, when he came to the Pacific Coast. He was first engaged on the steamer *Sardonyx* as fireman, was next first assistant on the *Coos Bay*, then served on a tugboat of the Red Stack line for ten years, and is at present chief of the tug *Active*.
- Anderson, Swan, ferryman, Pir, Wash., was formerly with the steamers *Skagit Chief* and *Glide*.

- Anderson, Peter, mate, Victoria, B. C.
- Anner, Albert, mate, Seattle, Wash.
- Apollon, Edgar, steward, San Francisco.
- Arbuckle, Matthew, engineer, Victoria, B. C.
- Ardeudel, R. A., first officer steamship *Warrimoo*.
- Arey, Capt. T. R., Port Hadlock, Wash., began sailing in the coasting trade in 1865 and is at present master of the barkentine *J. M. Griffith*.
- Arff, Fred, master of the schooner *Maid of Orleans*, has been sailing out of San Francisco since 1878.
- Arff, Capt. Fred T., Aberdeen, Wash.
- Armstrong, J. P., engineer, Wenatchie, Wash., commenced steamboating on Puget Sound in 1889. He has served on the steamers *Buckeye, Iola, Wasco, Mame, Alta* and *Tolo*, and in 1893 went to the upper Columbia, where he has since been engaged on the steamers *City of Ellensburg* and *T. L. Nixon*.
- Ashworth, Richard, engineer, Snohomish, Wash., was first engaged in the Northwest in 1883 on the steamer *Lee*. He has recently been running on the steamer *Katherine*.
- Asmussen, M., mate, was born in Germany in 1869 and has been sailing north from San Francisco for seven years, most of the time on lumber vessels. He has recently been engaged on the *Sadie*.
- Astredo, J. C., purser, Port Townsend, Wash., is a native of San Francisco and has been running north on coasting steamships since 1885. He was purser on the steamship *Idaho* when she was lost on Race Rocks.
- Austin, Harry J., purser steamer *Joan*, Victoria, B. C.
- Averill, W. C., ship-carpenter, was born in Maine in 1814 and began working at his trade in the Northwest in 1867. He died at Steilacoom in 1894.
- Axelson, Capt. Charles, Nainimo, B. C.
- Babbe, Capt. Frank, Arlington, Or., was born in Germany in 1862. On coming to the Pacific Coast he was engaged until 1885 on sailing vessels out of San Francisco, then went to the upper Columbia, and for several years has had charge of the ferry steamer *Alkali* at Arlington.
- Babbidge, Capt. Wilbur W., was born in Astoria in 1871. His first steamboating was on the *Dixie Thompson* in 1886, and he has since had command of the *City of Astoria, R. Miley, Grace, Alarm* and *Electric*, being a part owner in the latter steamer. He is a son of Capt. John W. Babbidge and a thorough steamboatman.
- Babbington, Capt. James Boyle, Vancouver, B. C., was born in Ireland in 1841 and commenced his marine service at Liverpool, England. He ran for several years on sailing vessels and was then for ten years chief officer in the Inman line. Returning to sailing vessels, he was four years master in the African trade, and a similar length of time in the China and San Francisco traffic. He came to Burrard's Inlet in 1886 and purchased a tug, which he is still operating.
- Babbington, Capt. Thomas, Victoria, B. C., was born in Liverpool, England, in 1846. He has been connected with the marine business for thirty-two years and was for several years pilot of deep-water ships in the Victoria district.
- Babcock, James, mate, New Westminster, B. C., was born in Newfoundland in 1865 and has been engaged in British Columbia waters since 1887.
- Baldwin, W. L., engineer, Ballard, Wash.
- Bale, A. J., mate, Gig Harbor, Wash.
- Ball, C. D., master and pilot, Tacoma, Wash.
- Ballard, W. L., purser, Tacoma, Wash.
- Balmano, Andrew, mate and pilot, was born in Geneva, N. Y., in 1840. He entered the employ of the Oregon Steam Navigation Company in 1872, ran on their steamers for several years, was mate on the *Shoshone*, and was with her when she came over the Cascades. He is now living in Portland.
- Banks, Henry, engineer, was born in London in 1853 and came to the Pacific Coast on the steamship *Abyssinia* in 1887. On arrival he joined the tug *Alexander*, on which he served for two and a half years. He was afterward second engineer on the *Isabel* and served on a number of other well known British Columbia steamers. He has recently been engaged on the *Earle*.
- Barey, Capt. John J., Seattle, Wash.
- Barlow, Capt. George W., Tacoma, Wash., was born in Michigan in 1842. He was first interested in steamboating on the Columbia River on the steamers *Eagle, Ranger, Webfoot* and *Washington*. He has also run on the steamers *Eliza Anderson, City of Quincy* and *Bailey Gatzert*, and is at present on the *Skagit Chief*.
- Barrett, John, Victoria, B. C., now of the British American Canning Company, was formerly in the fishery and marine service.
- Barnason, Capt. John, ship broker, Port Townsend, Wash.
- Barnes, Walter, steward steamship *Comox*, Vancouver, B. C.
- Barry, Capt. John J., Victoria, B. C., was born in Newfoundland in 1838 and came to Victoria in 1886. For the past two and a half years he has been master of the steamer *Sadie*.
- Baah, William, shipping commissioner, Port Townsend, Wash.
- Bates, Frank S., secretary of the Washington Board of Pilot Commissioners, Ilwaco, Wash.
- Baxter, Robert, engineer, Seattle, Wash.
- Beale, Henry D., engineer, New Westminster, B. C.
- Beamia, B. P., purser steamship *Columbia*, San Francisco.
- Beard, Capt. Albert F., was born in Council Bluffs, Iowa, in 1857. He came to the Columbia River in 1874, began running on small steamers out of Astoria, and since then has been employed on nearly all of the small steamers running out of that port. He served for five years on the *Electric*, and was also for a long time on the *Argonaut, Chinook* and *Edith*.
- Beaton, W., mate, San Francisco.
- Beck, Capt. H., was born in Denmark in 1843 and came to the Pacific Coast in 1866. In 1868 he was master of the schooner *Lizzie Adams*. He had charge of the sealing schooner *Seventy-six* in 1873, has since been connected with various steamers, and is at present master and part owner of the *Newark*.
- Beck, Capt. J. C., was born in Denmark in 1841 and came to the Pacific Coast in 1870. He has been master of coasting vessels for over twenty years, during the last three of which he has had charge of the schooner *Monterey*.
- Beebe, Charles P., Portland, agent for Sutton & Beebe's dispatch line of sailing vessels between Portland & New York.
- Beetham, R., second officer *Empress of Japan*, Vancouver, B. C.
- Behrens, H., master of sailing vessels, has been sailing on the Pacific Coast since 1869.
- Bell, George W., master and pilot, Astoria, Or.
- Bellamore, C. L., engineer, Seattle, Wash., was born in Michigan in 1854 and commenced his marine career on the Great Lakes. He came to Seattle in 1889 and joined the tug *S. L. Mastick* as chief for two years. He afterward served in the same capacity on the *R. P. Elmore* of Astoria for a year, on the *Rainier* of Seattle for the same length of time, and is at present second assistant on the whaleback *City of Everett*.
- Bellew, J. W., engineer, was born in Missouri in 1861 and commenced steamboating on the *Clatsop Chief* on the Willamette in 1882. His first position as chief engineer was with the *Ramona*, and he has since been engaged on the *Maria, Salem* and *Allona*.
- Belloir, George M., engineer, Olympia, Wash., was born in New York in 1850. He has been steamboating on Puget Sound for several years, most of the time in the employ of the Willey Steamboat Company.
- Bendgard, M., master, Oakland, Cal., was born in Denmark and has followed the marine business for thirty-six years. He was first connected with the schooner *Caroline* and is at present master of the steamer *Signal*.
- Benham, Capt. Arthur, Hoquiam, Wash., was born in Minnesota in 1866 and has been steamboating on Gray's Harbor for the past six years.
- Benneche, O. P., mate, was born in Norway in 1862 and has been sailing out of San Francisco since 1879, most of the time on vessels in the coasting trade.
- Bennett, J. J., mate and master of sailing vessels, was born in Maine in 1853. He has been engaged on the Pacific Coast since 1886, and was master of the ship *Ericson* in 1893 when she was lost at Barclay Sound. He has recently been running as first officer on the bark *Oregon*.
- Bennett, Capt. John T., Oak Bay, Victoria, B. C., a retired master mariner, was born at St. Stephen, N. B., in 1835, and began sailing out of St. John's in 1853. He has followed the sea but little in the Northwest.
- Bennett, Richard, shipbuilder, Victoria, B. C.
- Benson, George E., mate, Snohomish, Wash.
- Bergman, Capt. Charles E., Everett, Wash., was born in Sweden in 1855. He has been steamboating on Puget Sound since 1879, and is at present in charge of the *Mikado*.
- Berlie, Frank, mate on sailing vessels, has been running out of San Francisco since 1877.
- Berry, Charles Gordon, chief engineer of steamship *Cutch*, Vancouver, B. C., was born in Scotland in 1859 and has been connected with the marine business in various parts of the world for twenty years.
- Bertrand, A. M., Portland, Or., mate on river steamers, was born in Butteville, Or., in 1853.

Bertelsen, Morris, mate, has been coasting north from San Francisco for twenty years, and has recently been engaged on the barkentine *North Bend*.

Bessing, J. J., engineer, was born in France in 1855, and came to the Pacific Coast in 1875. He was machinist on the United States steamer *Hassler* for three years and was afterward on the *Santa Rosa* as oiler, water-tender and third and second assistant. He subsequently served as first assistant on the *Crescent City*, *Mackinac* and *Excelsior*, and as chief on the *Noyo* and *Lakme*. He resides at Berkeley, Cal.

Betts, W. A., river pilot, Portland, Or.

Beutzien, Capt. Charles, master of dredge *Anaconda*, Tacoma, has been engaged with the Bowers Dredge Company for the past six years.

Bierseth, Nicholas, engineer, Seattle, Wash.

Biggs, Albert E., engineer, Seattle, Wash., was born in New Brunswick in 1864. He commenced his marine work in the Northwest on the steamship *Ancon* in 1888 and was afterward on the *Evangel*, *Willapa*, and a number of other well known steamers.

Billings, Grant, engineer, Olympia, Wash.

Binns, S. C., assistant purser of steamship *Empress of India*, Vancouver, B. C.

Bird, Edward, engineer, began his marine career on the Pacific Coast in 1875 after working four years at the Risdon Iron Works, San Francisco. He served in various capacities on the steamships *Orizaba*, *Idaho* and *State of California* until 1883, when he received his license and joined the tug *Ethel and Marion* as chief engineer. He was chief of two or three other tugboats and then remained ashore for about four years, when he went back to the water as first assistant on the *Celia*, *Cosmopolis*, *Westport*, *Arago* and *Navarro*. He was chief of the latter vessel for a short time and about a year ago was appointed to the same position on the *Newsboy*, in which capacity he is still running.

Bird, P. W., engineer, Seattle, was born in New York in 1848 and began steamboating in the Northwest on the *Maria Wilkins*. After leaving the Columbia River he followed his profession as engineer on a number of Puget Sound steamers.

Birkenshaw, George V., engineer, was born in England in 1856. He came to San Francisco in 1876 and has since been engaged on steamers running coastwise and on tugboats on Shoalwater Bay and Gray's Harbor. He has served on the tugs *Hunter*, *Astoria*, *Cruiser* and steamer *South Bend*, and has recently been employed on the steamship *George W. Elder*. Before coming to the Pacific Coast he ran for two years between New York and Liverpool.

Bishop, Harry P., purser, was born in England in 1860 and has been steamboating in the Northwest since 1880. His first service was with the *Cassiar*, which he left in 1881 to enter the employ of Captain Irving, with whom he has remained continuously for nearly fifteen years, serving as purser on all of the steamers owned by the Canadian Pacific Navigation Company.

Bishop, F. E. J., steward of steamship *Tacoma*, Tacoma, Wash.

Bisset, David C., steward of *Empress of China*, Vancouver, B. C.

Bittel, John, mate on sailing vessels, commenced coasting north from San Francisco on the bark *Rival* in 1876. He has recently been engaged on the schooner *Theresa*.

Bjorn, Capt. E., was born in Denmark in 1852 and began sailing on the Pacific Coast about 1875. He ran as seaman on a number of well known coasters and as mate on the schooners *Dashing Wave*, *Liberia*, *Twilight*, *Ida Snow* and *C. B. Hayward*. He was then appointed master of the schooner *Enterprise*, which was lost off *Crescent City* in 1883, and has since commanded the schooners *Howard*, *Vega*, *General Banning*, *Laura Madison*, the bark *Merom*, and the four-masted schooner *Meteor*, of which he still has charge.

Black, Edwin C., San Francisco, engineer of United States lighthouse tender *Madrona*.

Blackett, Capt. J. C., was born in Nova Scotia in 1827. His first marine business was in the Newfoundland trade. He came to the Pacific Coast about thirteen years ago, but has engaged but little in the business since his arrival. He raised and repaired the bark *Connaught*, wrecked in Victoria harbor, and was also interested in the steam schooner *Triumph*. At present he is engaged in mining at Jervin Inlet, B. C.

Blackwood, E. E., agent of Puget Sound & Alaska Steamship Company, Victoria, B. C.

Blackwood, Frank E., engineer, Portland, Or.

Blair, Tudor G., engineer, was born in Gardiner, Me., and commenced steamboating on the *Etta White* in 1883. He was afterward engaged on the steamers *Belle*, *Leonora*, *Senator*, *North Pacific*, *Olympian*, *Hassalo*, *Skagit Chief*, *City of Seattle*, *Edith* and others. He retired from the water in 1894 to accept

a position with the Seattle Water Works, and died suddenly a few months later.

Blanch, A. J., mate on sailing vessels, has been running north from San Francisco for twenty years.

Blanchard, H. D., purser, was born in Vancouver, Wash., in 1866. He has been in the employ of the Oregon Railway & Navigation Company on the Columbia River and Puget Sound for ten years, and has recently been engaged on the Willamette River boats.

Blekum, E., mate on Sound steamers, Seattle, Wash.

Blekum, Harold, master, Seattle, Wash.

Blinn, W. P., engineer, Port Townsend, was born in New York in 1858. His first marine work on the Pacific Coast was on the steamship *Walla Walla*, and he was afterward on the steamship *Victoria* when she was wrecked. He is at present chief engineer of the tug *Richard Holyoke*.

Bliss, Arthur, engineer, Tacoma, Wash., was born in Cleveland, Ohio, in 1865. His first marine service in the Northwest was on the Puget Sound steamer *Gypsy Queen* in 1886, and he was subsequently engaged on the *Messenger*, *Otter*, *Glide* and a number of other steamers.

Bliss, M. J., purser, Portland, Or.

Bloomsbury, J. W., engineer, Tacoma, Wash., was born in New Jersey in 1864. His first Puget Sound steamboating was on the *Goliath*. He was afterward on the *Clara Brown* and a number of other steamers.

Bloor, Arthur J., engineer, Victoria, B. C., was born in England in 1860 and has been steamboating at Victoria since 1884, where he began on the *Lottie*.

Bluhm, Gus, mate and master of sailing vessels, was born in Germany in 1848. For the past few months he has been mate of the barkentine *Omega*.

Bodman, Charles H., engineer, was born in Reading, Ohio, in 1850, and died at Spokane, Wash., February 9, 1894. He was for many years one of the best known engineers in the service of the Oregon Steam Navigation Company and followed his profession on Puget Sound and the Snake, Willamette and Columbia rivers.

Bolger, John, mate on sailing vessels, Victoria, B. C.

Bolles, Capt. Frederick. In sketch on page 134, latter part of ninth line, should read: "longer than two nights at sea on the up trip" instead of "one night at sea on the down trip."

Bollong, Capt. John S., was born in Boston in 1860. He sailed on the Atlantic Coast until 1887, when he came to Puget Sound and joined the steamer *Rainier*. He was afterward on the tugs *Queen City* and *Discovery*, and in September, 1891, took command of the tug *Tacoma*, where he still remains.

Bone, P., master and pilot, was born in Denmark. He began his marine service in the old country, but came to the Pacific Coast in 1867 and joined the steamship *Pacific* as seaman, running on her and the steamship *Pelican*, Captain Carroll, for more than two years. He then went on the tug *Fannie*, and in 1874 was mate on the tug *Mary Ann* on Humboldt Bay. He entered the Humboldt bar service, and remained there until 1890, when he accepted his present position as mate and pilot on the steamship *Humboldt*.

Bone, Stanley, electrical engineer of Canadian Pacific Railway Company's steamship *Empress of China*.

Bosselman, John, steward, San Francisco.

Bosworth, F. S., master and marine surveyor, Portland, Or.

Boughton, Capt. J., Cœur d'Alene, Idaho, was born in Wisconsin in 1861 and worked for a short time on the Mississippi River. He came to Cœur d'Alene in 1883 and is at present master and owner of the steam launch *Edna*.

Bourne, Ulysses, engineer, was born in Marin County, Cal., in 1870 and is at present engaged on the steamer *Etta B*.

Bowden, Capt. C. E., was born in New Zealand in 1854. He sailed out of Australian ports for a few years and in 1875 came to Puget Sound, working on several of the small steamers. He has for the past few years been master of the *L. J. Perry*.

Bowden, R., second mate on sailing vessels, was born in England in 1855. He has been in service on the Pacific Coast since 1886 and for the past three years has been engaged on the *Bundalcer*, and on the *Wachusett* with Captain Williams.

Bowen, C. A., engineer, was born in Wisconsin. He has been on the Sound twenty-four years, where he began running on the old *Chehalis*. Since that time he has been connected with a number of steamers and at present is on the *Mascotte*.

Boyd, Harry C., was born in New York in 1850. He ran as purser and pilot on the Willamette River on all of the steamers of the Willamette Locks & Transportation Company from 1872 to 1876. He retired from steamboating many years ago and is now in the insurance business in San Francisco.

Boyd, John J., mate of sailing vessels, was born in Maine in 1858. He has been coasting north from San Francisco since 1873 and has recently been engaged on the ship *Louis Walsh*.

Boyden, William, engineer, Brooklyn, Wash., was born in Vermont in 1848. His first work on Puget Sound was on the steamer *Phantom* in 1884, and he has since been engaged on a number of small steamers, among them the steam schooner *Leo* and the *Rapid Transit*.

Bozorth, Milton B., ticket agent of the Oregon Railway & Navigation Company, Astoria, Or.

Bradford, William, mate and pilot, Tacoma, Wash.

Brandt, H., steward, San Francisco.

Brandow, J. H., pilot on steamer *City of Kingston*, Tacoma, Wash.

Brant, Harry, mate on coasting schooners, resides at Gardiner, Or. He was mate on the schooner *Bobolink* when she was wrecked.

Braze, Albert L., engineer, was born in Washington in 1862. He has been connected with a number of small steamers on the Willamette and Columbia rivers since 1880 and has recently been employed on the *Bismarck*.

Breen, Robert, Bandon, Or., surfman at life-saving station.

Bremner, E. P., engineer, Vancouver, B. C.

Brennan, Capt. J., was born in New Haven, Conn., in 1848, and commenced coasting on Long Island Sound when a boy. He came to the Pacific Coast in 1866 as seaman on the bark *Rival* and in 1874 was mate on the brig *Hidalgo*. He was master of the brig *Tanner* in 1875 and has since served in the same capacity on the barkentine *Melancthon*, brig *W. H. Meyers*, bark *Henry Huck*, ships *Palestine* and *Alaska*, and for the past two years has been master of the schooner *C. H. Marchant*.

Brennan, William, master, Victoria, B. C., was born in England in 1854 and came to British Columbia in 1886.

Bridgeman, Capt. E. C., Vancouver, B. C., was born in England in 1846. He sailed in deep-water ships until 1882, when he commenced steamboating on Puget Sound. He has since been engaged on several well known steamers there and in British Columbia waters, and has recently had charge of the tug *Mamie*.

Briggs, Albert J., ticket agent of the Canadian Pacific Navigation Company, Victoria, B. C., was born in Kingston, Ontario, in 1845. He commenced steamboating on the *R. P. Rithel* in 1882, running as purser on the Fraser River and Victoria routes for four years, and has also served on the steamers *Enterprise*, *Princess Louise* and *Western Slope*.

Briggs, Thomas L., agent of the Canadian Pacific Navigation Company, New Westminster, B. C., was born in Kingston, Ontario, in 1839. He was interested with Capt. John Irving in the purchase of the steamer *Wilson G. Hunt*, and has acted as agent for the Canadian Pacific Navigation Company since its organization.

Brock, Capt. Eugene D., was born at Rock Island, Or., and has been steamboating since 1867, his first command being the steamer *Katala*, running from Astoria to Skipanon. He is at present living at Astoria.

Brokaw, Gilbert H., San Francisco, master of tug *Alert*.

Brown, Alexander R., wharfinger at the outer wharf, Victoria, B. C., was born in Finland in 1856 and began sailing on this coast out of San Francisco in the *Great Western* in 1878. He retired from the water several years ago.

Brown, Capt. Charles, was born in Germany in 1840. He came to San Francisco in 1859 and has been steadily engaged in the coasting trade since, with the exception of occasional trips to Australia and other foreign ports. He has been master since 1870, and has had charge of the brig *Willamette*, bark *Clara R. Sutil*, schooners *Ocean Pearl*, *Undaunted*, *Bobolink*, *Eureka*, *Daisy Rowe*, *J. C. Ford* and *Del Norte*, on the latter of which he is at present.

Brown, Douglas, mate of tug *Lorne*, Victoria, B. C.

Brown, George J., engineer, was born in California in 1858. He commenced steamboating on the *Emma Hayward* on the Columbia River in 1878, and has run in different capacities on nearly all the steamers on the river. At present he is living at The Dalles, Or.

Brown, H., mate on sailing vessels, was born in Sweden in 1849 and came to the Pacific Coast in 1873. He has run as mate and master on a number of well known coasters and for the past six years has been mate on the schooner *Charles E. Falk*.

Brown, Capt. J. A., stevedore, Portland, Or.

Brown, James W., engineer, Marshfield, Or., was born in Scotland in 1858. He commenced his marine service on the steamer *Juno*, where he remained as engineer for eight years. He was afterward in the same capacity on the tug *Katie Cook*, steamers *Annie*, *Ceres*, *Comet* and others, and has recently been engaged on the tug *Touquin*. He has held an engineer's license for nineteen years.

Brown, Capt. John, keeper of the North Cove Life-saving Station, was born in Norway in 1839. On coming to this country he began steamboating on the *Okanogan* and *Tenino*, remaining on the river until 1872, when he went to Shoalwater Bay and with a plunger carried the mail four years between Oysterville, North Cove and Willapa. He afterward was master of the steamers *South Bend*, *Garfield* and *Montesano*, with which he carried the mail for seven years. He was given charge of the life-saving station in 1884 and has rendered assistance in fourteen cases of shipwreck.

Brown, Justus, chief engineer, San Francisco, was born in Watertown, New York, in 1838. He came to the Pacific Coast in 1861 and joined the steamer *Brother Jonathan*, with which he ran north for three years, leaving her to go on the *New World* for a year. He was afterward connected with the steamers *Antelope*, *Cornelia*, *Enterprise*, *Julia*, *Amador* and *City of Stockton*, serving as chief of the latter for eight years. He then alternated for six years with the *Mary Garratt* and *Walker*, after which he ran south for a year on the steamship *Senator*. He is at present engaged on the *Captain Weber*, and has held an engineer's license for twenty-four years.

Brown, P. A., master and pilot, Seattle, Wash., has been engaged on Puget Sound since 1884.

Brown, Capt. R. S., was born in England in 1849. He began sailing on the Pacific Coast on the brig *Tanner*, of which he had been master for seven years. He has also commanded various other vessels on the coast.

Brown, W. A., engineer, was born in Boston in 1833 and began sailing between Atlantic Coast and European ports. In 1855 he came to the Pacific Coast on the ship *Fearless*, making the passage in 124 days. On reaching San Francisco he shipped on the schooner *Rising Sun* for a short time, but soon left her and joined the steamship *Humboldt*, where he remained eighteen months. He next went on the steamer *Golden Gate* on a wrecking expedition lasting four months. In 1865 he designed and placed the machinery of the steamer *Redmond*, and afterward worked several years on shore for the Spring Valley Water Works. Several years ago he bought the steamer *Millie* and has since run her as a towboat, serving on her as engineer.

Brownfield, C. H., engineer, Seattle, Wash., began steamboating on the *Addie* on Puget Sound in 1877, and has since been connected with a number of well known vessels on the Sound. He has recently been engaged on the steamer *Wasco*.

Brownlie, A., engineer, Victoria, B. C., has been engaged on the steamers of the Canadian Pacific Navigation Company since 1883.

Brownson, Charles, engineer, Vancouver, B. C.

Bruce, W. R., master and pilot, Astoria, Or.

Brunger, Daniel G., master and pilot, Portland, Or.

Brunger, Frank, engineer, Portland, Or.

Brunn, Simon, master of steamer *Edith E.*, Seattle, Wash.

Brunner, Robert R., San Francisco, master of schooner *H. C. Wright*.

Bruus, Capt. P., Seattle, Wash., was born in Denmark in 1837. He came to San Francisco on a sailing vessel in 1858 and engaged in steamboating on the Sacramento River until 1879, when he came to the Sound and joined the *Fanny Lake*. He has since been connected with a number of small vessels around the Sound, the last being the steamer *Wasp*.

Brydsen, Albert, engineer, Seattle, Wash.

Buchanon, Capt. Duncan, San Francisco, was born in England in 1846 and has been on the Pacific Coast for about thirteen years.

Buckard, N., mate, was born in St. John's, New Brunswick, in 1853, and has been sailing out of San Francisco at intervals for nearly twenty years.

Budlong, Capt. George E., was born in New York in 1850 and came to Puget Sound in 1870. He has had no connection with merchant vessels, but has run a number of steam yachts and pleasure boats around Puget Sound. He is proprietor of a boat-house at Seattle.

Bull, Knud, mate and master, was born in Norway in 1859. He has been steamboating in the Northwest since 1886, serving on the steamers *Traveler*, *Montesano*, *Mountain Buck*, *Cruiser*, *Astoria*, *Mendell*, *Iwaco* and *R. P. Elmors*.

Bullene, Everett, engineer, was born in New York in 1861 and came to the Pacific Coast about 1877. He ran for a long time in the employ of the Pacific Mail Steamship Company, first as oiler on the sidewheeler *Dakota* running north, and afterward in the China trade. He is at present living in San Francisco.

Bullene, Capt. H. H., was born in Port Gamble, Wash., in 1868, and, like a large number of native Puget Sound marine men, commenced his career on the *J. B. Libby*. He was afterward in the service of the Oregon Railway & Navigation Company for five years on the steamers *Hassalo*, *Emma Hayward*,

Schome, T. J. Potter and North Pacific. He took the steamer *George E. Starr* to Astoria, and while on the Columbia River engaged for a short time on the steamers *Toledo* and *Northwest*. Returning to the Sound, he engaged with the *State of Washington* and *Success*, and recently had command of the steamer *Michigan*. In addition to his work on the Sound, Captain Bullene has also been engaged on steamers running to Alaska and Mexico.

Bullock, Robert, mate, Vancouver, B. C.

Bunton, John, ship-carpenter, Portland, Or.

Burgess, Henry, eighth assistant engineer on the *Empress of China*.

Burgess, James, chief engineer of steamship *Warrimoo*, Vancouver, B. C.

Burke, Peter, steward of bark *C. B. Kenney*, has been running in the north coast trade for twenty-two years. He was for several years on the San Francisco and Puget Sound steamers.

Burnham, A. J., pilot, South Bend, Wash., was born in Maine in 1846. He followed the deep-water service until 1889, when he came to Shoalwater Bay, where he has served on the *City of Astoria*, *Alarm*, *Cruiser* and *Edgar*.

Burns, James, mate on steamer *City of Kingston*, Tacoma, Wash.

Burns, John, engineer of Bowers Dredge Company, Portland, Or.

Burns, Capt. Patrick, Seattle, Wash., has been steamboating on Puget Sound since 1884, and for the past few years has been in the employ of the Pacific Navigation Company.

Burrell, Theodore, engineer on steamer *Delta*, Seattle, Wash.

Burrows, Capt. E. J., Yaquina, Or., was born in England in 1864 and has been steamboating on Yaquina Bay since 1882, most of the time in charge of small launches.

Burt, C. H., engineer, Seattle, Wash., was born in New York in 1867. He commenced steamboating on the Columbia River in 1884 and for the past few years has been engineer on the steamer *Greyhound*.

Bushnell, Capt. William B. In explanation of statement regarding first license on Puget Sound, in sketch printed on page 85: This license was issued to Captain Bushnell July 14, 1860, by O. A. Pitfield, United States supervising inspector of steam vessels in the district of New Orleans, which at that date included the Pacific Northwest. Mr. Pitfield was on a tour of inspection and visited Puget Sound, and while on board the steamer *Julia*, with which Captain Bushnell was carrying the mail under the Scranton contract, made out the license on the date mentioned.

Butcher, Fred, engineer, Port Townsend, Wash., was born in Seabeck, Wash., in 1869. He commenced his marine service on the *Colfax* in 1886, and has since served on the *Louise*, *Colfax*, *City of Stanwood*, *Isabel*, *Montesano*, *Typhoon*, *Union* and *Richard Holyoke*.

Butler, Capt. Henry E., Vancouver, B. C., was born in the West Indies in 1853. He came to the Pacific Coast in 1881 on the ship *Ellis A. Minoll* and for the past few years has had charge of the Canadian Pacific Navigation Company's coal bark *Robert Kerr*.

Butler, Jesse, mate, Scottsburg, Or., has served on Coos Bay steamers for about three years.

Butler, Nicholas, mate, was born in Valparaiso in 1854. He began sailing in the Northwest on the bark *James Cheston* in 1872 and afterward ran on Fraser River steamers. At present he is living in Victoria.

Byles, Robert, purser, Port Townsend, Wash., was born in England in 1861. In 1884 he was purser and freight clerk of the steamer *Evangel*, but retired from the water soon afterward. He was deputy auditor and auditor of Port Townsend for a short time, and has also been engaged there as deputy shipping commissioner.

Byram, Frank B., engineer, Seattle, Wash.

Byrnes, J. E., purser, has been running on steamships out of San Francisco for the past eighteen years. He was first employed on the *Constantine* as freight clerk, was next purser on the *Orizaba*, and has since been on the *Queen*, *Mexico* and *State of California*, having been with the latter vessel for many years.

Cade, E. B., engineer, Seattle, Wash.

Cade, Capt. Harry, Seattle, Wash.

Cabill, J. F., engineer, was born in New York in 1855. He commenced steamboating on the Columbia River in 1885, serving on the *Astoria*, *Puritan* and others. He was also on the steamer *T. M. Richardson* at Yaquina Bay and on the *South Coast*, running to San Francisco.

Calhoun, George S., master of barkentine *Archer*, was born in Port Townsend, Wash., in 1870.

Cairns, P., engineer, Portland, Or.

Call, Capt. C. A., was born in Wisconsin in 1851 and began steamboating in the Northwest on the *St. Patrick*, running on Puget Sound, in 1864. Captain Call is now living in Tacoma, and at present is master of the steamer *Laurel*.

Callahan, D. H., engineer, Seattle, Wash.

Callahan, William, chief engineer of steamship *Santa Cruz*.

Cambre, P. X., shipbuilder, was born in Canada in 1843 and began his marine career on the St. Lawrence River. He has been connected with the business in the Northwest for over thirty years, having been first on the *Prince Alfred*, running between San Francisco and Victoria. He afterward served on the *Pacific* and *Idaho*, and in 1873 began his present occupation as shipbuilder at Port Townsend. Mr. Cambre has built a number of vessels, among them being the barkentine *Jenny Lind*, steamer *Garland*, and the *Clara Rollins*.

Campbell, E. A., master and pilot, Seattle, Wash.

Campbell, Capt. E. D., Seattle, Wash., has for the past five years run the *Violet*, tug *Bee*, and a number of other small vessels.

Campbell, Horace G., engineer, Portland, Or.

Campbell, J. L., mate on the steamer *Georgie Oakes*, Coeur d'Alene, Idaho.

Campbell, Peter M., chief engineer, was born in Glasgow in 1857. After sailing in various parts of the world in the steamship service, he came to the Pacific Coast in 1886 and joined the steamer *Gaelic*. He was first assistant for two years and was then appointed chief of the *Costa Rica*, remaining in that position since.

Campbell, Thomas P., master of steamer *Hustler*, Portland, Or.

Canavan, David, second assistant engineer on steamship *Warrimoo*, Vancouver, B. C.

Capes, Lafayette, pilot, St. Johns, Or., was born in Ohio in 1843 and began steamboating on the *Eagle* in 1860. He retired from the river several years ago.

Card, Capt. James L., New Westminster, B. C., was born in Nova Scotia in 1833. He sailed in the deep-water trade in various parts of the world until 1889, when he came to British Columbia and joined the tug *Active*. He has since served as master of the steamers *Fairy Queen*, *Emma*, *Telephone*, *William Irving* and *Mermaid*.

Carlson, Capt. Charles, was born in Stockholm, Sweden, and has been engaged in the marine business for twenty years. He was for a long time with the Pacific Coast Steamship Company, leaving them to take command of David Morgan's steamer *Chikal*, which he handled until 1894, when he died suddenly at Seattle.

Carlson, Capt. N. P., was born in Denmark in 1864 and commenced sailing out of Hamburg when a boy. He came to the Pacific Coast in 1886, has since served as master on several coasting schooners, and is at present in command of the *John G. North*.

Carlston, Capt. John, was born in Sweden in 1865. He came to the Pacific Coast in 1883 and joined the ship *Murmion* as second mate. He ran in that capacity on various coasting vessels and a few years later was given command of the schooner *General Banning*, where he remained for two and a half years, then going to the schooner *Falcon*, of which he is still master. Previous to coming to the Coast, Captain Carlston had sailed in various parts of the world and also in the steamship service out of Galveston, Tex.

Carr, Capt. W. B., Seattle, Wash.

Carroll, J. G., agent of the West Coast Steam Navigation Company, Seattle, Wash.

Carroll, James, engineer, was born in Ireland in 1835 and followed his profession in different parts of the world before coming to Oregon. He was for a long time in the employ of the Oregon Steam Navigation Company, and was one of the crew of the *Teaser* when she was sold to that company and taken over the Cascades. He has lately been connected with the steamer *Harvest Queen*.

Carstens, Peter, master builder of the Oregon Railway & Navigation Company's steamers.

Cash, Capt. James, was born in Ireland in 1847 and began sailing out of English ports when a boy. He came to San Francisco in 1859 and from there went to the Fraser River. Since his arrival he has had command of many of the principal steamers around there, among them being the *Reliance*, *Royal City*, *Glenora* and *Isabel*.

Cates, Capt. J. A., Vancouver, B. C., was born in Nova Scotia. He has been connected with the marine business for fifteen years, sailing in the Atlantic coasting trade until 1886, when he came to Vancouver. He was for three and a half years mate on the *Robert Kerr*, and held a similar position on

Sprat's Ark, Thistle, City of Nanaimo and Robert Dunsmuir, leaving the latter steamer to purchase the tug *Swan*, which he has since commanded.

Cates, William, engineer, Vancouver, B. C., was born in Nova Scotia. He commenced in the marine service on the *Robert Kerr* at Vancouver in 1887 and has recently been engaged as engineer on the tug *Swan*.

Catley, George, mate on coasting vessels, has sailed out of San Francisco on the barks *Eldorado, Alaska, Constitution, R. K. Ham, Camden*, and many other well known coasters. He is at present living at Port Townsend.

Cattell, Capt. G. W., was born in Dakota and has been running steamers on Lake Washington since 1889.

Cavalsky, George, steward, was born in Denmark in 1860. He began steamboating on the Fraser River on the *Enterprise* in 1882, has since been connected with a number of Fraser River boats, and has recently been on the *City of Nanaimo*.

Cavender, J. H., Whatcom, Wash., has served as engineer on the *Triumph, Minnie M., May Queen, Cascades, Susie, Edna and Chinook*.

Chapman, Capt. J. H., Port Blakely, was born in Maine in 1860. He sailed on the Atlantic Coast for a few years, came to Puget Sound about 1882, and was first engaged on the steamer *Addie*.

Chapman, R. L., engineer, Shelton, Wash.

Chapman, W. S., master of steamer *Rover*, Shelton, Wash.

Chick, P. J., Vancouver, B. C., purser with Union Steamship Company.

Chipperfield, A. E., mate on coasting vessels, San Francisco.

Chisholm, M. H., engineer, New Westminster, B. C.

Chiswell, Sydney, steward, Seattle, Wash.

Christensen, C., master of sailing vessels, was born in Norway in 1854. He has been sailing in the coasting trade for twenty years. He was first on the bark *Buena Vista*, in 1880 was mate on the bark *Lizzie Marshall*, and is at present master of the barkentine *Discovery*.

Christensen, C., steward, San Francisco.

Christensen, Capt. C. H., was born in Denmark in 1857. He has been sailing on the Pacific Coast since 1878 and at present is in command of the four-masted schooner *King Cyrus*.

Christensen, Charles, mate, was born in Denmark in 1851. He began running north out of San Francisco in 1872 as seaman on the steamer *John L. Stephens*, and a few years afterward made a trip to Liverpool on a Peruvian ship. Returning from there he again began running on steamships on the northern route and has been on the *Pelican, City of Chester, Great Republic and Oregon*, remaining with the latter for over fifteen years, nine of which he has been mate.

Christiansen, Niels J., mate on sailing vessels, San Francisco.

Christianson, Charles, engineer, Ladner's Landing, B. C., was born in Sweden in 1858 and served as fireman and engineer out of European ports. He came to Victoria in 1882 and joined the steamer *Cariboo and Fly* as fireman, afterward serving on the steamers *Maude, Beaver, City of Nanaimo, Brunette, Winnifred, Delta* and others. He is at present engineer on the *Della*.

Christianson, N., steward, San Francisco.

Christie, Capt. J. R., was born in Jersey City, N. J., in 1845. He began steamboating in 1862 on the *Mountain Buck*. In 1863 he went to the Sound, where he remained three years, and after returning to the Columbia was connected with nearly all of the lower river boats, among others being the *Pioneer, Julia, New World and Okanogan*.

Church, J. O., master and pilot, Portland, Or.

Clancey, W. H., mate, began steamboating in the Northwest in 1867 on the *J. B. Libby*, and was also on Lake Tahoe, Cal., for a while. He is at present living in Tacoma, Wash.

Clapp, A. C., master of the ship *Jabez Howes*, was born in Maine in 1841 and has been sailing in the Pacific Coast trade since 1882.

Clapp, Capt. Joseph W., was born in Scituate, Mass., in 1843. He has been sailing on the Pacific Coast since 1879 and was for five years on the bark *General Butler*, owned by the Puget Mill Company. Captain Clapp is now living at Coupeville, Wash.

Clark, Charles J., engineer, was born in Pittsburg, Penn., in 1864. His first marine work was as oiler on the steamship *Walla Walla* in 1882. He was afterward on the Government launch *Dispatch* at Vancouver, Wash., and has worked in various capacities on the steamships *Umatilla, George W. Elder, Ancon* and *Al Ki*, and steamers *Mikado, J. R. McDonald, Olympian, Alaskan, State of Washington, Emma Hayward, Hassalo and Idaho*.

Clarke, Charles D., purser, San Francisco, was born in New York in 1865 and commenced his marine service as purser on the *Eliza Anderson* in 1884, remaining with her for two years. He then purchased the steamer *Cascades* in company with Joseph B. Carse and ran her four years. Mr. Clarke soon sold out his steamboat interests and went to San Francisco, where he entered the employ of the California Navigation & Improvement Company.

Clarke, Capt. Charles E., was born in England in 1854 and came to the Pacific Coast in 1874. His first vessel here as master was the schooner *Discovery*, which he ran for five years. He was next on the schooner *Juanita*, which he ran as a trader and coaster and finally in the sealing business until she was seized in Bering Sea about 1889. He then took command of the steamer *Alert* and has operated her since.

Cleary, T. R., engineer, was born in Brooklyn, N. Y., in 1859. He commenced his marine service in San Francisco as oiler on the *John L. Stephens* in 1877, remaining with her for two years and then going as second assistant engineer on a number of small steamers. He was afterward on the steamships *City of Sydney and San Pablo*, and was third assistant on the *San Pedro* when she was lost at Victoria. Mr. Cleary is at present on the steamship *San Benito*.

Clem, W. W., engineer, Seattle, Wash.

Clem, Louis L., engineer, Portland, Or., commenced on the Puget Sound steamer *Nellie* in 1884, and after running there a few years went to the Columbia River. He has recently been engaged on the steamer *Iralda*.

Clemens, William W., engineer, Seattle, Wash.

Clifford, James H., mate of bark *Coloma*, was born in Germany in 1859 and has been sailing out of Northwestern ports since 1887.

Cliuger, Capt. Frank W., was born at Port Townsend, Wash., in 1854. He commenced steamboating on Puget Sound in 1886, but had previously engaged in the coasting trade on sailing vessels.

Cliutbom, Fred, mate on sailing vessels, Eureka, Cal.

Cloak, H. B., engineer, San Francisco, was born in Philadelphia, Penn., in 1852, and began his marine service on the Delaware River. He came to the Pacific Coast in 1871, returning East and coming out again in 1877, when he entered the employ of the Pacific Mail Steamship Company, remaining with them as second and first assistant for several years. He has since served as chief on the steamers *Mary D. Hume, Ferndale, Crescent City, Del Norte, Homer* and *Protection*.

Clough, Edgar D., engineer, Seattle, Wash., was born in California in 1865. He began steamboating on the Columbia River on the *General Canby* in 1880, and for several years past has been engaged on Puget Sound.

Clunes, Capt. C., was born in New Zealand in 1858. He came to the Pacific Coast in 1871 and began sailing out of Victoria on the schooner *Discovery*. He was afterward on the *Woodside* and a number of other small steamers. Captain Clunes is connected at present with the steamer *Falcon*.

Clymer, Capt. Henry V., Seattle, Wash., was born in Washington in 1862 and has been connected with the marine business on the Sound since 1884.

Cody, Frank, engineer, was born in Ireland in 1864 and commenced his marine service in the Northwest in 1887. He has recently been connected with the tug *Tacoma*.

Coffin, William, engineer, Portland, Or.

Colbert, Fred, mate, Ilwaco, Wash., sailed out of San Francisco on the ships *W. H. Gaultey, Coquimbo*, and other well known coasters, for several years. He retired from the water about fifteen years ago and has since engaged in the fishing business at Ilwaco and Shoalwater Bay.

Colby, William, master of sailing vessels, was born in Sweden in 1838 and has been connected with the marine business for forty-three years. He commenced sailing out of San Francisco in 1866 on the bark *Brontes*. He was in command of the schooner *Courser*, lost in 1892, and has since had charge of the bark *Mercury*.

Cole, Harry W., third officer of steamship *Victoria*, was born on the steamship *City of Mobile* in 1864 and has been connected with the marine business since he was sixteen years of age.

Cole, J. R., engineer, Seattle, Wash., has been steamboating in the Northwest since 1886.

Cole, Luther, engineer, was born in Maine in 1848. He has followed his occupation since 1862, when he began running on the steamer *Tenino*. Mr. Cole has also followed his profession on the Snake River and in British Columbia, and is at present on the steamer *Messenger*.

Collins, Henry, engineer, was born on Prince Edward Island in 1856. He was engaged for thirteen years with the Boston & Savannah Steamship Company. He came to the

Pacific Coast in 1887 and joined the tug *Escort No. 2*, with which he went to Astoria, and while there was transferred to the tug *Wizard* as first assistant. He has served as first and second assistant on the steamers *Venture*, *National City*, *West Coast*, *Al Ki* and *Farallon*, and as chief of the *Lakme* and *Point Arena*, still being engaged on the latter.

Collins, Patrick H., mate on tugboats, San Francisco, entered the service of the Pacific Mail Steamship Company at the Bay City in 1879, remaining with them for ten years, and for the past five years has been on the tugs *Alert* and *Relief*. He ran north with the steamship *San Pedro* for about six months.

Collister, Capt. R., was born on the Isle of Man in 1843 and learned the shipbuilding trade in England, following that calling in England, Australia and the United States. On coming to this country he engaged in building river steamers at Fulton, Ill., and afterward moved to Dubuque, Iowa, where he had charge of the yards owned by "Diamond Jo" Reynolds, the famous Mississippi River steamboatman. Since coming to Victoria he has filled a number of important positions, among them being surveyor for the Board of Underwriters of San Francisco, surveyor for Lloyds, and is at present hull inspector for the Dominion Government.

Colman, James M., engineer, Seattle, Wash., commenced on the steamer *Vixen* on Lake Washington in 1889 and has recently been on the *Winnifred*.

Compton, Bert, engineer, Bay Center, Wash., was born in Iowa in 1861, began steamboating on Puget Sound in 1884, and has recently been engaged on the *Favorite* on Shoalwater Bay.

Compton, T. H., engineer, was born in Michigan in 1865. He followed his calling on the Great Lakes until 1890, when he came to Seattle.

Comstock, R., engineer, was born in Illinois in 1861. He came to the Pacific Coast in 1887 as second assistant on the steamship *Willamette Valley*, with which he had served for a year at New Orleans when the vessel was known as the *Caracas*. He subsequently served on the steamships *Mariposa*, *City of Rio de Janeiro*, *City of Chester*, and a number of others. Mr. Comstock has recently been engaged as first assistant on the steamer *Crescent City*.

Condon, B., engineer, was born in England in 1861 and commenced in the marine service at San Francisco in 1886, after working four years in the shops. He served as oiler on the steamships *Idaho*, *Victoria*, *City of Sydney* and *Zealandia*. He was afterward third assistant on the latter vessel and was first assistant on the steamship *Manuel Dublin*. He then joined the steamship *San Benito*, where he has served as third and second assistant.

Condon, Michael, engineer, began his marine service at San Francisco in 1880 as oiler on the steamship *Orizaba*. He was afterward on the steamships *Ancon*, *Los Angeles*, *City of Chester*, *St. Paul*, *San Pablo*, *Zealandia* and *Panama*, leaving deep water to take the position of first assistant on the tug *Vigilant*, where he remained for three years and then joined the *Haytian Republic* as second assistant. For the past two years he has been chief engineer of the tug *Reliance*.

CConnell, John, Oakland, Cal., steward of steamer *Queen*.

Connelly, B. A., engineer, was born in Ireland in 1856. He came to the Pacific Coast in 1874 and was first connected with the steamer *State of California*. He served as engineer on the *J. B. Libby* and a number of other well known steamers on Puget Sound. He has recently been engaged on the steamer *Golden Gate*.

Conway, Capt. George, was born in Mississippi in 1853. He went to sea at the age of nine years and has been in continuous service since. His first work on the Pacific Coast was with the steamships *Umatilla* and *Eastern Oregon* as first officer. For the past seven years he has been master of the steamer *Point Loma*.

Cook, C. W., Port Angeles, Wash., mate on sailing vessels, retired from the water several years ago.

Cook, Capt. H. E., was born in England in 1849 and began his marine career on the Atlantic, running between New York and Liverpool. He came to the Pacific Coast in 1870 and entered the employ of the Pacific Mail Steamship Company, running on the Panama route. He was also in their employ on the steamship *City of Rio de Janeiro*, leaving her in 1889 and going to Vancouver, B. C., where he has since resided.

Cooper, John, engineer, Vancouver, B. C., was born in Penrith, England, in 1864. His first marine experience was in the Mediterranean trade. He came to New Westminster in 1885 and served on the *Leonora* and other steamers on the Fraser and Vancouver routes.

Copeland, John, freight clerk, Portland, Or.

Corrigan, Frank, Vancouver, B. C., tenth assistant engineer of steamship *Empress of China*.

Corum, J. K., San Francisco, steward of steamer *Cleone*.

Coulter, J. P., Canby, Or., master and pilot on Willamette River steamers.

Coulter, Charles A., engineer, South Bend, Wash., was born in Illinois in 1858 and ran between Pittsburg and New Orleans on tugboats for eight years. He came to Shoalwater Bay in 1889 and has served on the *Tom Morris*, *Alarm*, *City of Astoria* and *Edgar*, having been with the latter vessel for the past two years.

Courtney, Daniel, engineer, was born in New York in 1861 and has been running on the Pacific Coast since 1878 as fireman and first and second assistant engineer.

Cousins, Capt. N. E., was born in Maine in 1861. He began his marine career in 1880, running coastwise from San Francisco, serving on the steamers *Santa Cruz*, *Idaho*, *Mariposa*, *Alameda*, *Queen*, *Empire* and *Arcala*.

Cowper, Capt. John, was born on the Isle of Man in 1852 and served his apprenticeship at Liverpool, England. In 1867 he joined the ship *Bolivia*, which he left at Victoria in 1869. After spending two years in the whaling business on the schooner *Kate*, he went to Australia and remained there sailing and steamboating until 1887, when he again came to British Columbia and joined the *Alexander* as quartermaster. He was then pilot on the *Saturna* and other steamers, and in 1889 master of the *Saturna*. Captain Cowper at present is in charge of the steamer *Rainbow*.

Cox, Capt. James, master and pilot, Portland, Or.

Cox, W. A., engineer, was born in Canada in 1863 and has been engaged in the marine business on Puget Sound since 1887. His first service was on the steamer *Rainier*. He subsequently went to the *Rip Van Winkle*, and for the past three years has been engaged on the tug *Tyee*.

Craig, Capt. Benjamin, Seattle, Wash., was born in Nova Scotia in 1835. He has followed the marine business for nearly forty years, twenty of which have been spent on the Pacific Coast.

Crang, F. L., mate, Astoria, Or.

Cranney, Thomas, boatbuilder, Coupeville, Wash., built the *Flying Dutchman*, *Linnie*, and a number of other steamers on Puget Sound.

Crawford, Sherman L., engineer, Hoquiam, Wash.

Creamer, John C., engineer, San Francisco, was born in Pennsylvania in 1858. He came to the Pacific Coast in 1882 and served four years on the old steamship *Shubrick*. He was afterward engaged on the *Mansanila*, *Holyoke*, *Alaskan*, *Point Arena*, *Ferndale*, *Wasco* and other Sound steamers, and on returning to San Francisco served on the *Bonita*, *Wecott*, tug *Annie* and others.

Crebs, August, San Francisco, master of bark *Empire*.

Creighton, E. W., secretary of the Columbia River & Puget Sound Transportation Company.

Creighton, W. D., purser, was born in Halifax, Nova Scotia, in 1858. His first work on coming to the Pacific Coast was as freight clerk on the *Corona*, afterward holding a similar position on the *Umatilla* and *Santa Rosa*. He has since served on the steamers *Santa Cruz* and *Gypsy*.

Crigler, W. L., engineer, was born in New Orleans in 1854. He served an apprenticeship at Wilmington, Del., and afterward served as machinist in the United States Navy for two years. After leaving the naval service he ran on the Mississippi River towboats, and in 1887 came to the Pacific Coast on the steamship *Willamette Valley*. He left her soon after arrival and remained on shore in the employ of her owners, going back again as chief about 1892. In April, 1894, he was appointed chief engineer of the steamship *Yaquina*, and has been running with her since.

Crocket, George A., mate, was born in Maine in 1862 and began sailing north from San Francisco in 1882 on the steamship *Queen of the Pacific*. In 1884 he was master of the fishing schooner *St. Louis*, and has recently been engaged as mate on the tug *Sea Lion*.

Crofts, John J., engineer, was born in England in 1831. After serving his apprenticeship there he came to New York in 1848 and two years later came to the Pacific Coast, where he was engaged on the *Tennessee* and *Columbia*. He was afterward third assistant on the steamships *Republic* and *Northerner*, leaving the latter vessel in 1860. He was in the service of the Pacific Mail Steamship Company for twenty-seven years, most of which was spent on the northern routes. In 1881 he was appointed chief engineer of the steamer *Newport*, filling that position for nine years, then taking a similar berth on the *Coos Bay*, where he has since remained.

Croghan, Frank, engineer, San Francisco, was born in New York in 1864. He served as second assistant on the *Mexico*, *Corona*, *Willamette Valley* and other steamships, and as first assistant on the *Arago*.

Crosscup, H. B., Oakland, Cal., mate of steamship *Mackinaw*.

Cullum, W. J., engineer, Victoria, B. C., was born in England in 1865. His first work in the Northwest was on the *Sardonyx* in 1884, where he remained for two years. He then joined the tug *Lorne* and subsequently the *Alexander*. He has since served on the steamer *Yosemita* and the Dominion steamers *Sir James Douglas* and *Quadra*, remaining with the latter vessel for the past three years.

Cumiskey, Capt. R. J., was born in New Bedford, Mass., in 1860. He began sailing out of San Francisco on a whaling vessel in 1881 and has since been running to the Arctic Ocean almost continuously. He has been on the barks *Sea Breeze*, *Northern Light* and *Balena*, running as first officer on the latter for three years. Captain Cumiskey at present is master of the whaler *Grampus*.

Cummings, Alexander, engineer, Seattle, Wash., was born in St. Louis in 1865 and has been steamboating in the Northwest since 1887, serving on the *North Pacific*, *Alaskan*, *Olympian*, *Kingston* and others. He was on the steamship *Ancon*, wrecked at Loring, Alaska, in 1889.

Cummings, Capt. James, Vancouver, B. C., was born in Scotland in 1852. He followed the deep-water trade until 1876, when he came to the Pacific Coast, where he has since been engaged, most of the time around Burrard's Inlet.

Cunningham, Joseph, engineer, Portland, Or.

Curran, Dennis, mate on river steamers, Astoria, Or., was for several years in the customs service at Astoria and built and ran the steamer *Occident* at that place.

Curtis, James F., engineer, Houghton, Wash., has run most of the time on steamers on Lake Washington.

Curtis, James F., mate on sailing vessels, San Francisco.

Curtis, W. E., steamship steward, first worked on the Pacific Coast on the *Idaho* in 1882 and has recently been connected with the *Umatilla*.

Curtis, W. R., purser, was born in Maine in 1856. He began in the marine service out of San Francisco in 1878, running first on the steamer *Satinas* and afterward on the *George W. Elder*, *Mexico*, *Idaho* and other steamships running north. He has been in the service of the Pacific Coast Steamship Company for sixteen years and at present is employed on the *City of Topeka*.

Daily, James, mate, Seattle, Wash.

Daley, William, Seattle, Wash., was one of the crew of the *Enterprise* in 1858 and has since followed his calling of engineer all over the Sound. He was born in Ireland in 1838 and was in the steamboat service three years at San Francisco before coming to the Sound.

Dalton, Edward E., purser, Portland, Or.

Damon, Capt. Herbert, Oakland, Cal., master of the schooner *Katie Holmes*, has served on the vessel six years as mate and for the same length of time as master.

Danforth, Manley, engineer, Seattle, Wash.

Daniels, W. F., mate, was born in New York in 1861 and came to the Pacific Coast in 1890. He ran first as second mate on the *City of Puebla*, then as mate on the steamers *Lakme* and *Truckee*, and is still employed on the latter.

Darling, Capt. L. L., Aberdeen, Wash., was born in Iowa in 1860. He built the steamer *Wishkah Chief* on Gray's Harbor in 1889, and operated her for three years between Aberdeen and other points on the harbor. He then ran the steamer *Aberdeen* and afterward the tug *Herald*, and has recently had charge of the steamer *Cruiser*.

Dart, Capt. J. C., Eureka, Cal., master of the schooner *Sparrow*.

Darweritz, Otto, mate on sailing vessels, San Francisco, has been coasting north since 1882.

Dashwood, W., engineer, was born on the Isle of Wight in 1857. He served in the Northwest with the Canadian & Australian steamship line as fourth engineer on the steamship *Warrimoo*.

Davidson, Charles, mate on sailing vessels, San Francisco.

Davidson, J., master of sailing vessels, began sailing in the Northwest about 1873 on the old barkentine *Constitution*. He has since commanded various other vessels and is at present master of the ship *Commodore*.

Davidson, William, Port Townsend, Wash., engineer on steamer *Evangel*.

Davies, Enoch, chief engineer of United States steamer *Cascades*, Portland, Or.

Davis, C. S., master and pilot, Seattle, Wash., was born in Indiana in 1859 and commenced steamboating on Puget Sound on the *Welcome* in 1882.

Davis, Herbert, master of tug *Edna*, Seattle, Wash.

Davis, John, mate on sailing vessels, was born in Chicago in 1852. He began sailing on the Great Lakes in 1867, came to the Pacific Coast in 1877, and has been in the employ of the

Puget Mill Company most of the time since. He sailed as mate on the *Kitsap*, *Emerald*, *Atlanta*, *Stagil*, *Arkwright* and *John A. Briggs*, and is still with the latter vessel.

Davis, Capt. J. L., Hoquiam, Wash., was born in Washington Territory in 1861 and commenced steamboating on the *U. S. Grant* in 1882. He was afterward on the tugs *Ben Holladay*, *Hunter*, *General Miles*, *Traveler*, *Ranger* and *Printer*, and on the steamers *Montesano*, *Oneatta*, *Aberdeen*, *Tillie* and *Restless*, serving as master of the three last mentioned.

Davis, Lemuel E., engineer, Newport, Or., has been engaged on the steamer *Rebecca C.* on Yaquina Bay since 1884.

Davis, Capt. Tracy W., Newport, Or., was born in 1858. He has been in the steamboat business on Yaquina Bay for a number of years, being at present on the *Volanta*. At different times he has been master of the steamers *Richardson*, *Tressie May*, *Benton* and *Rebecca C.*, which latter vessel he ran about four years as a ferry-boat. The *Rebecca C.* was built by his father, and he received his master's papers to run on her. Other steamers with which he has been connected are the *Kate* and *Anna*, *Oneatta* and *Pioneer*.

Davis, Capt. W. A., is a native of California and began steamboating on the *Wenah* in 1875. Most of his work has been on the Cowlitz and Lewis rivers routes, remaining on the latter for several years as mate and master in the employ of the late Captain Thomas. He lives at La Ceuter, Wash.

Davis, William H., was born in Charleston, W. Va., in 1858. He has been steamboating on Puget Sound since 1876, first as engineer on the *Addie* and afterward on the *J. B. Libby*, *Despatch*, *Cehalis*, *Teaser*, *Indiana*, *Hermosa*, *E. D. Smith*, *Cyrus Walker*, *Yakima* and *Detroit*.

Dawe, Albert, mate, New Westminster, B. C.

Dawson, James A., engineer, was born in Massachusetts in 1851 and came with his parents to the Pacific Coast three years later. He worked in a machine shop for several years and in 1880 joined the steamship *Pelican* as oiler. He was afterward on the steamships *Wizard*, *Ancon*, *Grenada*, *Los Angeles*, *Mexico*, *Saw Pablo*, *Walla Walla*, *Al Ki* and *Santa Rosa*, filling all positions up to first assistant. He was then appointed chief of the steamship *Mexico*, where he remained four years, and then went to the steamer *Alexander Duncan* in the same capacity for a few years, leaving her for the steamer *Queen*, where he has run as first assistant.

Day, J. H., master and owner of steamers, Portland, Or.

De Campos, Capt. M., was born in Lisbon, Portugal, in 1848, and commenced sailing out of ports of that country in 1859. He was first engaged in the coasting service, but afterward followed deep-water sailing in the China, South American, India and Mediterranean trade. He came to the Pacific Coast several years ago and at present has command of the *Bundaleer*, carrying coal between Nanaimo and San Francisco.

Decker, H. P., engineer, Seattle, Wash.

Deckson, Richard, Oakland, Cal., served first on the steamer *Barnard Castle* and is at present mate on the *Empire*.

Dedrick, Fred, mate on coasting schooners.

Dehlin, August, mate on sailing vessels, was born in Sweden in 1856 and sailed out of European ports in the deep-water trade until 1880. He then began coasting on the Pacific and has recently been steamboating on Puget Sound.

Delanty, Capt. William, Port Discovery, was born in Maine in 1836. He came to the Pacific Coast in the latter part of the sixties, entering the employ of the Port Discovery Mill Company. His first marine work was on the tug *S. L. Mastick*, which he commanded for three years, and then retired to devote his time to the company's mill business.

De Launay, Scott A., engineer, Port Blakely, Wash., was born in Oregon in 1871, commenced his marine career on the steamer *Cruiser* on Gray's Harbor in 1888, and has since served on the *Olympian*, *Rainier*, *Queen City*, and a number of other steamers.

De Launey, C. E., engineer, was born in Illinois in 1867 and commenced steamboating on Coos Bay in 1884, leaving there shortly afterward for Puget Sound. He is at present living in Seattle, Wash.

Delgardno, James, was born at Port Townsend in 1859 and is a son of the pioneer Captain Delgardno. His marine experience was limited to a few years, in which he operated the schooner *Mary Taylor*. He purchased her on the Columbia River, where she was operated as a bar tug, and, on bringing her to the Sound, Mr. Delgardno removed the machinery and lengthened her. After sailing her for a short time he sold her to Captains Ettershanks, Thompson and Ramsey of Victoria, who used her as a pilot schooner.

Dellenger, Samuel, mate and pilot, Portland, Or.

Denny, Henry L., engineer, Seattle, Wash., was born in Indiana in 1838. He has been connected with the marine business since 1869, when he began running on the steamer

Phantom on Puget Sound. During his career he has been engineer on the *Comet*, *Yakima*, *Otter*, *Fanny Lake*, *Zephyr*, *Cascades*, *Addie*, *Henry Bailey*, *State of Washington*, *Multnomah* and *Dispatch*.

Derrick, Louis, engineer, San Francisco.

Devere, John, engineer, Vancouver, B. C., was born in New Brunswick. He has been steamboating in the Northwest for seven years and is at present first assistant on the steamer *Cutch*.

Devereaux, William, engineer, San Francisco.

Dick, William, engineer, Victoria, B. C., was born in Scotland in 1855. He came to Victoria in 1890 and has since been engaged on the *Islander*, *Quadra* and other steamers. Previous to his arrival he was for many years employed on steamers on the River Tay.

Dickson, George W., Vancouver, B. C., engineer on steamer *Leonora*.

Dickson, P. A., mate, San Francisco.

Dieckhoff, E. W., engineer, Seattle, Wash., has been steamboating on the Sound since 1889 and has recently been engaged on the tug *Wanderer*.

Dinsmore, F. B., master of sailing vessels, was born in Maine in 1849 and has been engaged in the coasting trade but a short time.

Dixon, William, master of steamer *O. K.*, Astoria, Or.

Dobson, Thomas, engineer, Nanaimo, B. C., was born in Newcastle, England, in 1844. He ran for some time between Newcastle and London and also in the Mediterranean trade. He has been connected with steamboating but little since coming to the Pacific Coast and is engaged in repairing vessels at Nanaimo.

Dobson, C. H., engineer, was born in New York in 1837. He went to Nicaragua in 1858 to run a steamer on the river there, but the company backing the enterprise failed, and he crossed the isthmus on foot and came to San Francisco, where he entered the employ of the Pacific Mail Steamship Company. He ran for many years on the *Golden Age* and *Sacramento*. At present he is connected with the whaler *Belvidere*.

Dobson, Thomas H., second officer on steamship *Victoria*, was born in Scotland in 1865 and has been connected with the marine business for eleven years.

Dodd, Capt. A., was born in Ireland in 1836 and came to the Pacific Coast in 1861. He commenced running in the Puget Sound lumber trade, and was for a few years master of the *Minnie G. Atkins*. He was one of the first to go north in the codfishing business, but afterward returned to the lumber trade, sailing the *Atkins* until 1873, when she was sunk by the schooner *Laura May*. In 1874 he built the schooner *Venus*, which he sailed until 1881, when he constructed the schooner *Howard*, with which he remained thirteen years, disposing of her in 1894 to take command of the bark *Vidette*, of which he is part owner.

Donald, William, mate, Newcastle, Wash.

Donaldson, J. J., engineer, Seattle, Wash., was born in Michigan in 1859. He came to Puget Sound in 1887 and was first engaged on the steamer *Rip Van Winkle*.

Donaldson, James, third assistant engineer on steamship *Victoria*, was born in Scotland. He came to the Pacific Coast with the steamer *City of Seattle*, and has spent most of the time since on steamers running to China. When ashore he resides on a fine ranch at Queets, Wash.

Doney, G. W., master and pilot, was born in Pennsylvania in 1859. He began steamboating on Puget Sound on the *Evangel* in 1882, was afterward on the *Washington*, and has since filled different positions on the steamers *State of Washington*, *Sehome*, *J. R. McDonald*, *Nabel*, *Henry Bailey*, *Annie M. Pence*, *Flyer* and others.

Donovan, Thomas, mate, Seattle, Wash.

Dorn, Capt. P. A., is a native of Quincy, Mass. He came to the Pacific Coast on the clipper ship *Dauntless* in 1871 and continued with her until 1879, when he returned to San Francisco and made a number of voyages to the South Sea Islands. For the past few years he has been in the Hawaiian Islands trade in command of the barkentine *Planter*.

Douglas, George W., Whatcom, Wash., master of steamer *Emma D.*

Douglass, John, engineer, Portland, Or.

Dow, Frank P., master, Whatcom, Wash.

Dragoylovich, Christ, chief engineer, Vancouver, B. C., was born in Austria in 1857 and has been engaged in the steamship service on the Mediterranean, Red, Baltic and Black seas and in other parts of the world. He came to British Columbia in 1891 and entered the employ of the Union Steamship Company as chief engineer of their steamer *Comox*.

Drennon, William H., engineer, Astoria, Or.

Drew, Oscar A., engineer, Seattle, Wash., was born in Boston in 1856. He came to the Pacific Coast in 1880 and began steamboating on the *Daisy*. He was afterward engaged on the *Zephyr*, *Idaho*, *Success*, *Nellie*, *L. J. Perry*, *St. Patrick* and others, retiring from the water a short time ago to take a position as engineer in the Seattle Fire Department.

Dreyer, Capt. Philip, was born in Denmark in 1859, began sailing on the Pacific Coast on the schooner *Parallel* in 1881, and is at present master of the schooner *Lyman D. Foster*.

Drisko, W. F., mate, Seattle, Wash.

Drouillard, John, engineer, commenced his marine service on the Pacific Coast as fireman on the steamer *Shubrick* in 1878. He has since run as second or first assistant on the steamships *Umatilla*, *Walla Walla*, *Mexico*, *Noyo* and *Lakme*, and the tugs *Sea Lion* and *Wanderer*. He has also served as chief of the steamers *Lakme* and *San Juan*. While on the Sound he was chief on the steamer *Nellie* on the Snohomish route. Recently he has been employed on the steamships *Mackinaw*, *Arago*, *Arata*, *Yaquina* and *Alcatraz*.

Drury, J. R., engineer, was born in Pennsylvania in 1863, commenced steamboating at Victoria on the *Pearl* in 1884, and is at present connected with the steamer *Mary F. Perley*.

Dubeck, Frank, master and pilot, Portland, Or.

Dudley, A. J., engineer, Portland, Or., has been steamboating in the Northwest for the past ten years. He began on the steamer *Cruiser*, Capt. John Reed, and remained with her and the tugs *Traveler* and *Hunter* until 1890. He soon afterward joined the steamer *Willapa*, Captain Bailey, and on leaving her served on the *Alliance*, Capt. John Peterson.

Duffy, Peter, engineer, San Francisco.

Duhig, Fred, engineer, Vancouver, B. C.

Duntou, Oliver, engineer, was born in Maine in 1858, began sailing out of Atlantic ports when a boy, and came to the Pacific Coast in 1886 as oiler on the steamship *Al Ki*. He remained with her three years, then went to the steamship *Walla Walla* as water-tender and second assistant engineer, and was next on the steamers *Caspar*, *Cleone*, *Laguna* and *Greenwood*. He joined the steamer *Alcatraz* about three years ago as first assistant and was afterward promoted to the position of chief engineer, which he still holds.

Dyer, Fred A., master, was born in Missouri in 1836 and came to the Pacific Coast in 1869, first running on the steamer *Mary Woodruff*. In 1884 he built the steamer *James McNaught* at Seattle and ran her four years. He served on the steamer *Island Belle* for a short time, and also on the steamer *Teaser* on the Victoria and Westminster route. He then settled at Lyman, Wash., on a ranch, where he is living at the present time.

Dyreborg, Capt. R. H., was born in Denmark in 1848 and came to San Francisco in 1875, having previously sailed in deep-water ships all over the world. He has been running most of the time in the coasting trade since his arrival, his last command being the bark *Forest Queen*.

Eastabrook, Capt. G. L., New Denver, B. C., was born in New Brunswick in 1846. He commenced the marine business in 1867 on the steamer *Rothsay* on the St. John River. He followed deep water for a number of years and in 1892 took charge of the *W. Hunter*, the only steamer on Slocan Lake.

Edgett, Arthur, master mariner, Vancouver, B. C., has recently been engaged on the steamer *Iona*.

Edington, Thomas, mate, Victoria, B. C.

Edwards, H. S., steward on sailing vessels, has been sailing on the coast since 1881.

Ellingsen, Capt. Ole Peter, Parkersburg, Or., was born in Norway in 1845 and came to the Pacific Coast in 1871. In 1876 he was mate of the steamer *Cordelia*, running to Coquille, and served as mate in the Coos Bay trade until 1884, when he retired from the water for nine years. He returned in 1893 as master of the schooner *Parkersburg*, of which he is still in command.

Ellingson, Charles, mate on sailing vessels, was born in Norway in 1858. He came to the Pacific Coast in 1884 and has been sailing north from San Francisco since. He has recently been connected with the schooner *Addie*.

Elliott, E. M., engineer, Marshfield, Or., was born in Texas in 1867. He commenced his marine career on Gray's Harbor in 1888, remaining there four years, and then went to Coos Bay, where he is at present engaged as engineer on the *Comet*.

Ellis, R. H., engineer, Port Townsend, Wash.

Ellis, Capt. W. H., Eureka, Cal., was born in Massachusetts in 1838 and began his marine service on the Atlantic Coast at the age of ten. He came to the Pacific Coast in 1862 as first officer of the bark *Harry Hammond*, of which he was placed in command on arrival. He commanded American

vessels under the British flag for twenty years, sailing to all parts of the world. In 1887 he returned to the Pacific Coast and located at Eureka, but soon returned to the water as master of the schooner *Sparrow* for three years, and is at present on the schooner *Halcyon*.

Ellison, Isaac, mate, Portland, Or., was born in Liverpool, England, in 1848. He came to San Francisco in 1863 and since then has navigated the waters of the Pacific Coast from Cape Horn to Alaska.

Ellison, Thomas, San Francisco, chief steward of steamer *Wellington*.

Elrod, Capt. W. F., was born on Prince Edward Island in 1846. He sailed in the deep-water service and on the Great Lakes until 1872, when he retired, but ten years later came to Coos Bay. He purchased the steamer *Lulu*, ran her for a year, and on disposing of her remained ashore for a few months. He then took command of the tug *Lillian* and afterward the *Katie Cook*, *Express*, *Cumtux* and *Milton*. He is at present living at Marshfield, Or.

Elsmore, John, master and pilot, was born in England in 1862. He came to Puget Sound in 1876, his first work being on the steamer *Nellie*. He was afterward on the *Eliza Anderson*, *George E. Starr*, and a number of other well known steamers.

Engelbrecht, R. T., steamboat owner and boatbuilder, Lake Washington, Wash.

English, John, engineer, San Francisco, has been in the steamship service on the Coast since 1872. He has run north on the steamers *Walla Walla*, *Columbia*, *Haytian Republic* and tug *Fearless*, and is still connected with the latter.

Euson, C., mate on sailing vessels, has been sailing in deep water and coastwise out of San Francisco since 1871, and for the past two years has been on the schooner *Glendale*.

Epler, John H., engineer, Portland, Or.

Erickson, E. T., San Francisco, mate on sailing vessels.

Erickson, Capt. Emanuel, Hoquiam, Wash., was born in Sweden in 1854 and has been in the marine business for twenty-three years. He came to the Pacific Coast in 1887 and has been engaged on nearly all the steamers on Gray's Harbor, serving as master on the *Edgar*, *Restless* and *Tillie*.

Erickson, Capt. Frank, San Francisco, was born in Finland in 1851. He came to the Pacific Coast in 1881, shipping first as seaman on the barkentine *North Bend*. He afterward ran as mate on a number of coasting vessels and in 1891 was given command of the schooner *Antelope*, with which he still remains.

Erickson, John, mate on sailing vessels, San Francisco.

Ericsson, Charles, mate on coasting vessels, was born in Sweden in 1865 and commenced his marine service in his native country. He has been running north from San Francisco for about nine years, and for some time past has been first officer on the steamer *Whitesboro*.

Ernst, Capt. Jacob, Marshfield, Or., master and engineer, was born in Ohio in 1845 and came to the Pacific Coast in 1874, beginning his marine career as deckhand on the steamer *Messenger*. He was afterward master of the *Messenger* and of the steamer *Myrtle*, and since 1875 has at different times commanded nearly every steamer on Coos Bay. At present he is master of the steamer *Butcher Boy*.

Etheridge, C., Olympia, Wash., boatbuilder, built the *Alida* and other well known Sound vessels.

Eustis, Samuel, engineer and pilot, Seattle, Wash., was born in Ottawa, Ill., and has been steamboating on the Sound for about five years.

Evans, John, engineer, San Francisco, was born in England in 1837 and was for several years in the British Navy. He came to the Pacific Coast in 1876 and joined the steamship *Likilike* at Honolulu, engaged in the coasting trade around the Hawaiian Islands. After leaving there Mr. Evans made a trip to Australia, but soon afterward returned to the Islands and went to Panama, where he was in the employ of the canal company for three years. On his return to San Francisco he secured a position with the Union Iron Works, working on the cruiser *Charleston*. In 1888 he joined the steamship *Willamette*, leaving her a few months later to go to Honolulu, where he served for sixteen months on a steamer plying between the Islands. In December, 1893, he went to the United States steamer *Hartley* at San Francisco and has since remained with her.

Evans, W. H., engineer, Vancouver, B. C., was born in England in 1862 and served an apprenticeship at T. Richardson & Sons, afterward joining the tramp steamship *Sweden*. He was employed on a number of steamships and has been in several collisions. In 1884 he came to the Pacific Coast and entered the employ of railroad contractor Onderdonk. In 1889 he joined the steamer *Beaver* as second assistant, remaining with her but two trips, when she was wrecked. He was subse-

quently on the steamers *Vancouver*, *Leonora*, *Swan*, *Agnes*, *Cruiser* and *Fairy Queen*. He made a few trips as sixth assistant engineer on the steamship *Empress of China*.

Everson, William T., Portland, Or., was born in Ohio in 1847. He began steamboating on the Columbia River in 1879 and was engaged on the United States steamers *Lincoln* and *Cascades* for several years. He then retired from the water and entered the employ of the Portland Iron Works, where he has been master mechanic for several years, and was recently appointed to the new office of stationary boiler inspector at Portland.

Evry, George, engineer, was born in Portland, Or., in 1861. He was with the Jefferson Street Ferry Company for several years, and has since served as chief engineer of the steamers *Salem*, *Hattie Belle* and *Kehani*.

Fader, Capt. E. J., Vancouver, B. C., was born in Halifax, Nova Scotia, in 1863. On coming to the Northwest he ran for some time as master of the steamer *Muriel*, having charge of her when she picked up the crew of the *Beaver* at the time of her loss.

Fairfield, Daniel, engineer, Seattle, Wash.

Fandrich, Julius, mate on sailing vessels, was born in Russia in 1846. He was engaged for ten years on the schooner *Electric* and has since sailed on a number of other well known coasters. He has been on the Pacific Coast for twenty-five years, and is at present sailing on the schooner *Bobolink*.

Farley, M. H., engineer, Seattle, Wash., was born in Dubuque, Iowa, and commenced steamboating on the Willamette River in 1880. After running there a few years he went to Puget Sound, where he has since been engaged, recently working on the steamer *Detroit* as chief engineer. He was also for a short time on the middle and upper Columbia River.

Farmer, H. W., engineer, Tacoma, Wash.

Fast, Axel, engineer, Seattle, Wash.

Faugh, Thomas, engineer, Marshfield, Or., was born in Tennessee in 1849 and commenced his marine service on the Mississippi River. He came to Coos Bay in 1887 and has since been engaged on different steamers there and on the Coquille and Siuslaw rivers.

Ferguson, Alexander, New Westminster, B. C., purser, Canadian Pacific Navigation Company.

Ferguson, M. J., engineer, was born in Belfast, Ireland, in 1848. He came to the Pacific Coast on the steamship *Arizona*, remaining with her a few months, and then working at his trade of boiler-maker for six years. In 1879 he entered the employ of the North Pacific Trading & Packing Company, going north for them and assisting in erecting a sawmill and tannery on Prince of Wales Island. He remained in their employ for five years, and while there took the first steamer over Copper River bar into Cape Marlin delta. Mr. Ferguson then went as engineer on the steamer *Thistle* for a year, and was for two years engineer on the steamer *Gertie Story*, then owned by Walter Story, who was building a cannery on Kyack Island. He was also engineer on the tug *Donald* for a year while she was towing on the Sound, and spent one year in the Arctic as chief engineer of a whaling steamship. Mr. Ferguson, in addition to his established reputation as an engineer, is quite well known as an athlete, having taken a number of prizes at athletic contests in England, Ireland and the United States. At present he is living in San Francisco.

Ferguson, William, steward, San Francisco.

Field, Archie, Ladner's Landing, B. C., master of the tug *Delta*.

Fields, Capt. John M., was born in Ireland in 1841. He has been in the steamship service on the Pacific Coast since 1869, running as first officer on the *Dakota*, *Sierra Nevada*, *Ajax*, *Oriflamme*, *State of California* and other steamers.

Finn, L. J., engineer, Port Townsend, Wash., was born in Michigan in 1862. He has been connected with the marine business for twelve years, and has run on steamers on Puget Sound since 1887, most of the time as second assistant.

Fisher, Capt. A. C., master and pilot, Astoria, Or.

Fisher, Peter, steward of schooner *Charles A. Falk*, has been sailing on the Pacific Coast since 1875.

Fitch, Capt. Frank E., was born in New York in 1844 and has been sailing in various parts of the world since boyhood. He was for a short time boatkeeper of the State pilot schooner *San Jose* off the mouth of the Columbia River, and was afterward appointed harbor master of the city of Portland.

Fitzgerald, Thomas, Vancouver, B. C., sixth assistant engineer of steamship *Warrimoo*.

Flavel, Capt. J. H., Edison, Wash., was born in Virginia in 1832. He came to Puget Sound in the fifties and was for several years in the employ of the Russian-American Telegraph Company as master of the schooner *Winged Racer*. He retired from the water about twenty years ago.

Flint, Harry F., engineer, was born in New York City in 1867. He commenced steamboating on Puget Sound in 1881 as fireman on the *Hope*, and was afterward on the revenue cutter *Oliver Wolcott* and on Alaska steamers. He commenced tugboating several years ago and is at present engaged on the *Sea Lion*.

Flint, Julius, master, Port Townsend, Wash., was born in Denmark in 1832. He began sailing on the Pacific Coast in 1871 on the bark *Amethyst*. In 1879 he was in the employ of the Alaska Fur Company between San Francisco and Alaska, remaining with them until 1882. He then commenced tugboating on Puget Sound, running as mate and pilot on the *S. L. Mastick*, *J. B. Libby*, *Sea Lion* and others.

Foberg, Alfred, mate, San Francisco.

Foley, Capt. J. B., was born on Prince Edward Island in 1858. He was in the Gloucester, Mass., fishing fleet as seaman for eight years and then took command of a mackerel schooner. He came to British Columbia in 1887 and joined the tug *Velos* as mate, and was afterward on the steam schooner *Mischief* and the *Capitano*, engaged in halibut fishing. Captain Foley is at present manager of the American Fish Company at New Westminster, B. C.

Foley, Thomas, engineer, was born in San Francisco and began steamboating on Puget Sound in 1880 on the *J. B. Libby*. He has since been connected with a number of well known Puget Sound steamers and was with the *J. R. McDonald* when she burned at Prevost Island.

Forman, Capt. John D., Nanaimo, B. C.

Forrest, Capt. C. M., was born in Sweden in 1846 and ran on sailing vessels on the Atlantic Coast for a few years, coming to the Pacific Coast in 1866. The following are the names of some of the vessels he has been connected with: ships *Caroline Reed*, *Helios*, bark *Almatia*, schooner *Wild Pigeon*, wrecked at Stewart's Point about 1873, schooners *Phæbe Fay*, *Arizona*, *Vanderbill*, *Slaghound*, *Jennie Thelin*, *Faunie Dulard*, *Elsie*, and steamer *Eastport*, running to Coos Bay. For the past nine years he has been connected with the schooner *Melancthon* as master, running from San Francisco to Alaska points and Gray's Harbor.

Foster, Capt. Henry, Seattle, Wash.

Foster, Robert, engineer, Victoria, B. C., was born in New York City in 1857 and began running on the steamer *Otter* out of Victoria in 1887. He continued there for two years and was then with the British Columbia Transportation & Towing Company on the steamers *Beaver*, *Grappler* and *Pilot*. He has also served on the steamers *Sardonyx*, *Cariboo* and *Fly* and *Gertrude*. He has recently been on the steamer *Joan*.

Foster, Thomas, master mariner, Victoria, B. C.

Fowler, G. C., engineer, San Francisco, was born in New York in 1827 and served for a great many years on Vanderbilt's steamers on the Atlantic Coast, running as chief engineer on the *North Star*, *Northern Light*, *Star of the West*, *New York* and others. From Vanderbilt's employ Mr. Fowler went to the Pacific Mail Steamship Company, working for them fifteen years, eight of which he was superintending engineer in the construction of the steamships *Acapulco*, *Grenada*, *Colon*, *Colima*, *City of Tokio* and *City of Peking*. He remained with them on the Pacific Coast for a year and then resigned and engaged in the coal trade.

Fox, A. L., engineer, Astoria, Or.

Fox, James C., engineer, Astoria, Or.

Fox, John, engineer, Astoria, Or., superintendent of Astoria Iron Works.

Franke, B. J., mate on sailing vessels, has been in the coasting trade for twelve years.

Fraser, A. M., engineer, Port Townsend, Wash., was born in Scotland in 1847. He came to Puget Sound in 1876, began running as second assistant on the *Favorite*, and was afterward employed on the *St. Patrick*, *Colfax*, *Politkofsky*, *Enterprise*, *Queen City* and *Wildwood*.

Fraser, Daniel, engineer, was born in Nova Scotia and began steamboating on Puget Sound in 1882 on the *Politkofsky*, where he was engaged as first assistant and chief four years. He was afterward on the *Sarah M. Renton*, *Fanny Lake*, *George E. Starr* and others.

Fraser, Capt. Lyman H., New Westminster, B. C., was born in Nova Scotia in 1867. He came to the Pacific Coast in 1890 and joined the Fraser River steamer *Telephone* as mate for two and one-half years. He was afterward master of the *Della* and then took command of the *Telephone*.

Frederick, Capt. Robert, Jr., Baudon, Or., was born in Petaluma, Cal., in 1868 and commenced steamboating in 1889 on the *Resless* on Coquille River. He has since been connected with the *Dispatch* and *Alert*.

Freeman, A., master mariner, Vancouver, B. C., came to Vancouver in 1890 and has since been connected with the *Skidegate*, *Cutch*, *Glide*, *Comox* and *Capitano*.

Freeman, P. W., mate on sailing vessels and steam schooners, was for seven years on the *Helen W. Almy* and has served on other well known vessels.

Freeman, Capt. Joseph, was born in Brewster, Mass., in 1835, began in the marine business in 1851, and has been sailing in various parts of the world since. He lost the ship *Gold Hunter* in the China Sea and with great difficulty reached shore. On returning to the United States he remained ashore four years, and then took command of the ship *Glory of the Seas*, which he has sailed since 1885.

Freeman, T. J., Vancouver, B. C., wharfinger of Union Steamship Company.

Freethy, W. A., master of American bark *Portland Lloyd's*.

French, Capt. Austin L., Vancouver, B. C.

French, E. J., engineer, was born in California in 1862 and has been engaged in the marine business since 1882. He has recently been connected with the *Rosalie* on Puget Sound.

French, Capt. G. H., New Westminster, B. C., master of towing steamers.

Frye, Capt. George F., who was on the *J. B. Libby* as purser and master during her early days on Puget Sound, was born in Germany in 1833 and has had but little experience in steamboating. He ran as purser on the *Libby* for about a year, in 1870 had command of the steamer, and as captain and purser ran her about four years. On failing to again secure the mail contract at the expiration of that time, he retired from the water and has not been identified with the marine business since.

Frye, George W., shipping master, Victoria, B. C.

Fuller, C. H., master and pilot, Portland, Or.

Fullerton, Capt. James A., marine superintendent, Vancouver, B. C., was born in England in 1845. He commenced his marine service in 1872 with the Allen steamship line, with whom he remained for sixteen years in charge of their receiving departments at Montreal, Portland, Me., and Boston. He came to the Pacific Coast in 1888 as marine superintendent of the Fairfield Shipbuilding Company of Glasgow, Scotland, who were operating the steamers *Abyssinia*, *Parthia*, *Batavia* and *Danube*. In May, 1891, he left the service of that company and joined the Canadian Pacific Railway Company.

Fullerton, John, master mariner, San Francisco, was born in Ireland in 1857 and has been sailing north from San Francisco since 1879. He was first on the bark *Anreola* for five years and recently on the ship *Yosemite*.

Fulton, Capt. E., New Westminster, B. C., was born in Nova Scotia in 1862. He came to the Pacific Coast in 1888 and purchased an interest in the tug *Swan*, which he ran for a year and then took command of the tug *Iris*. He afterward commanded the tugs *Brunette*, *Vancouver* and *Estelle*, and has recently had charge of the steamer *Coquillam*.

Fussell, Capt. John, was born in Massachusetts in 1858. He commenced steamboating on Puget Sound on the *Fanny Lake* in 1878. He is at present living at Decatur Island, San Juan, Wash.

Gallop, Capt. J. T., was born in England in 1850 and commenced his marine career in that country in 1869. He shortly afterward came to the United States and served in the iron trade on the Great Lakes. He came to the Pacific Coast in 1874 and received his first command in 1881 on the schooner *Vanderbilt*. A year later he went to the barkentine *Monitor*, where he remained for about six years, afterward handling the schooner *Mary Dodge* for the same length of time. For the past two years he has had command of the schooner *J. G. Wall*.

Galloway, Frederick Payne, third officer of steamship *Empress of India*.

Gamage, E. H., mate and pilot, was born in Maine in 1868. His first marine work was on the tug *Hunter* on Gray's Harbor in 1884. He has since served on the steamers *South Bend*, *Tom Morris*, *City of Astoria*, tugs *Traveler*, *Ranger*, and other Gray's Harbor and Shoalwater Bay craft.

Gammon, Capt. Abner S., was born in Maine in 1840 and began his marine career at the age of fifteen, sailing to European ports on the ship *Abner Stetson*. He was afterward engaged on the clipper ship *Beverly* and was with her when she was chased by the privateer *Florida*. His first work on the Pacific Coast was on the bark *Cowlitz* in 1882. He has continued sailing in the Northwest since, and has recently had command of the ship *Louis Walsh*.

Gard, Patrick, engineer on Puget Sound steamers, began running as fireman on the *Eliza Anderson* in 1874. He was afterward fireman on the *Glide*, *Olympia*, *George E. Starr*, *City of Quincy* and *Daisy*, and ran as engineer on the steamers *Galena*, *Al Ki*, *Washington*, *Biz*, *W. F. Munroe*, *Fairhaven*, *Slate of Washington*, *Zephyr*, *Skagit Chief*, *Hassalo*, and tugs *Mogul* and *Sea Lion*.

Gardner, Adelbert, engineer, Portland, Or., was born in New York in 1848. He began steamboating on the Willamette on the *A. A. McCully*, and has since been engaged on a

number of well known steamers on the Willamette and Columbia rivers and Cœur d'Alene Lake. He retired from the water a short time ago and is at present one of the engineers of the Portland Fire Department.

Gash, Frederick, Seattle, Wash., was master on a few steamers on Puget Sound in the early seventies. He was on the *Celilo*, *Etta White* and one or two others. Of late years he has not been identified with the business, and is now county commissioner of King County, Wash.

Gasquey, L., steward, San Francisco.

Gates, Al W., mate, was born in Maine in 1859 and has been steamboating on the Columbia River at intervals since 1881. He began on the steamer *Alice*.

Gawler, George, steward of steamship *Warrimoo*.

Genereaux, Capt. E. C., was born in San Francisco in 1872. He commenced his marine service in 1888 and for the past two years has been master and part owner of the schooner *Marion*. He is one of the youngest masters sailing out of San Francisco.

Gettenby, Thomas, mate on sailing vessels, was born in Ireland in 1861 and has been coasting out of San Francisco for the past nine years.

Gibson, George L., master of sailing vessels, Berkeley, Cal.

Gilbert, George, engineer, Victoria, B. C., was born in Edinburgh, Scotland, in 1854. He began his marine service in the Northwest in 1886 and for several years past has been engaged on the steam schooner *Michigan*.

Gilbreath, Oliver, mate on river steamers, was born in Tualatin, Or., in 1857. He commenced steamboating in 1880 on the Government snagboat *Cornwallis*, with which he remained for a number of years. He was also on the snagboat *Skagit* on Puget Sound for six years.

Gilchrist, James, Vancouver, B. C., ninth assistant engineer of steamship *Empress of India*.

Gill, J. A., engineer, Victoria, B. C., was born in New Brunswick in 1851 and commenced his marine work as engineer on tugboats on the St. John River. He came to Victoria in 1886 and was employed as chief on the steamer *Woodside*. He was afterward engaged on the steamers *Daisy*, *Cariboo* and *Fly and Velos*.

Gill, Joseph, Vancouver, B. C., mate of steamer *Tepic*.

Gillam, R. W., purser, Seattle, Wash., was born in Minnesota in 1858. He served as purser on steamers on the Missouri River before coming to the Pacific Coast, and since that time has been engaged on all of the steamers of the Puget Sound & Alaska Steamship Company and several of the Oregon Railway & Navigation Company's steamers.

Gilmore, Capt. Charles F., was born in Maine in 1852 and has been in the marine business since 1866. His first work in the Northwest was on the *Hossalo* in 1883. He is at present living at Everett, Wash.

Gilmore, Capt. David, Seattle, Wash., was born in Ireland in 1842. He has been engaged in a number of steamboat ventures on Puget Sound. When the steamer *Edith* was brought to the Sound he was in command for a few months, and also owned the steamers *Hope* and *S. L. Mastick*. He retired from the water a few years ago.

Gilson, George N., engineer, is a native of New York and was running on quite a number of Puget Sound steamers between 1874 and 1879, first being on the *Black Diamond*. He was also on the *Phantom*, *Favorite*, *Despatch* and *Gazelle*, and in 1889 was again running to the Sound on the steamships *Umatilla* and *Willamette*. He retired from the water a few years ago and is now engineer at the Broadway Pumping Station, Lake Washington.

Gjertsen, Andrew, mate and ship-carpenter, was in the lighthouse service on the *Manzanita* for three years. He was severely injured at Tillamook in 1890 and has since been assistant keeper at the North Cove lighthouse.

Glossop, Henry R., Griswold, Wash., steward on Puget Sound steamers.

Goddyn, Adolph, engineer, Victoria, B. C., was born in Belgium in 1862 and served his apprenticeship at Cockerill's shipyard at Antwerp. He came to Victoria in 1888, serving first on the tug *Muriel*.

Goepper, C. M., steward, Santa Anna, Cal.

Goggins, William, engineer, Wenatchie, was born in Wisconsin in 1864 and commenced his marine career on the Red River of the North. He came to the Pacific Coast in 1887 and worked for a short time on the ferry-boat *Rattler* on the Columbia River. He was next on the steamer *Greyhound* on the Sound and has recently been engaged on the *City of Ellensburg* on the upper Columbia River.

Goldsmith, Bernard, Portland, Or., was president of the company that built the locks at Oregon City. He was born in

Germany in 1832, and, in connection with the Willamette Locks & Transportation Company, was interested in steamboating for five or six years.

Good, James, master and pilot, Portland, Or.

Goodell, George, engineer, Astoria, Or.

Goodell, T. H., engineer, Hoquiam, was born in Washington in 1868 and has been engineer on Gray's Harbor steamers for the past three years.

Goodwin, John J., engineer of dredge, Victoria, B. C.

Gordon, William S., master, South Bend, Wash., was born in Oregon City in 1865. His first steamboating was on the *Ohio* and *City of Salem*, afterward going from the Willamette River to Shoalwater Bay, where he has been employed on the steamers *Favorite*, *South Bend*, *Tom Morris* and *City of Astoria*. He has also run as master of the steamers *La Camas*, *Alarm* and *Dispatch*.

Gosse, Josiah, pilot, Victoria, B. C., was born in Newfoundland in 1865, and shipped before the mast when a boy. After sailing in various parts of the world, he arrived in Victoria in 1887, and was first employed on the steamer *Yosemite* as quartermaster. He next was mate on the *Sardonyx* and then took the steamers *Winnifred* and *Standard* up the Skeena River, serving as master of the latter vessel for two seasons and afterward holding a similar position on the *Rainbow*. In 1891 he commenced running as pilot on the Vancouver route in the service of the Canadian Pacific Navigation Company.

Goulter, J. R., secretary of the Ilwaco Railway & Navigation Company, has been connected with the marine business as agent and in other capacities on shore since 1875.

Graham, David, mate on sailing vessels, was born in Halifax, Nova Scotia, in 1856, and has been sailing on the Pacific Coast since 1883.

Graham, James, Gardiner, Or., master and engineer, was born in Brooklyn, N. Y., in 1865. He began steamboating on the Umpqua River on the *Arago* in 1880, and was afterward on the *Juno* as engineer and master.

Gralund, John, steward, San Francisco, Cal., has served on the bark *Templar*, schooner *Valley Forge* and tug *Tacoma*.

Grandt, Capt. M. A., was born in Denmark in 1855. He came to the Pacific Coast in 1875 and began sailing in the lumber trade on the schooners *Compeer*, *Twilight* and *W. L. Beebe*. His first command was the steamer *Orion*, where he remained for two years, then going to the *Ida McKay* for nine years. He had command of the steamer *Humboldt* for a few months, and while so engaged was so severely injured by a big sea going over the vessel that it necessitated the amputation of his leg. On recovering he joined the schooner *Occidental*.

Grauger, David, engineer, Duwamish, Wash., was first assistant on the steamer *City of Seattle* with Robert Turner and has recently been engaged on the *Rosalie*.

Grant, Capt. William P., New Westminster, B. C., was born in Nova Scotia in 1853, began steamboating on the Fraser River in 1883, and has recently been engaged as pilot on the steamer *Transfer*.

Grasman, John R., bar pilot, Astoria, Or., was born in Sweden in 1855 and began steamboating on the Columbia River on the *Wide West* in 1873. He afterward ran for several years on Columbia River bar tugs and in 1890 was appointed to his present position of bar pilot.

Gray, John Sherman, Gardiner, Or., is interested in the schooners *Sadie*, *Louise* and *Lucy*. He is a great grandson of Capt. John Gray, who was a brother of Capt. Robert Gray, the discoverer of the Columbia River.

Gray, John H., engineer, Vancouver, B. C., was born in Ontario in 1855. His marine service began on the lakes and rivers of the Eastern coast. In 1883 he came to the Pacific Coast and joined the *Western Slope*, owned by William Moore. Mr. Gray has since been engaged on a number of well known British steamers and recently has been employed as chief engineer of the tug *Active*.

Gray, Capt. Robert, Nanaimo, B. C., was born in 1833. He began sailing out of English ports to Calcutta and while in that trade rose to the position of master. He came to San Francisco in 1862 and from there to Nanaimo a few years later, running a small schooner in the coal trade and afterward selling her and working in the mines at Nanaimo as engineer. After remaining there eight years he removed to a farm on Gabriola Island, leaving there in 1875 to take charge of the Government lighthouse, where he has since remained.

Green, Capt. C. E., master of Bowers Dredge No. 4, Portland, Or., was born in Illinois in 1863. His marine work has been confined to dredges and Government work.

Green, John, engineer, was born in England in 1828. He came to the Pacific Coast in 1850 and commenced running on the steamer *North America*. He was afterward on the *Cortez*, running to Panama, for two years, and was for eighteen years

in the employ of Ben Holladay, running north most of the time as second assistant. He is at present on the steamship *Yaquina*.

Green, Capt. Theo., Seattle, Wash., was born in Canada in 1849 and has been in the marine business for twenty-three years, mostly on the Atlantic Coast. His first work on the Sound was on the *Idaho* in 1887.

Greenleaf, Capt. E. N., mate and pilot, was born in Maine in 1869. He came to the Pacific Coast in 1884, serving as second mate on the *Umatilla* until she was cast away. He was mate on the steamer *Whitelaw* and also on the *Willamette*, and then came to Victoria in the employ of the San Francisco Bridge Company to build the Point Ellis bridge. Captain Greenleaf has since resided at that place, where he has conducted a shipping office and also had charge of a navigation school.

Greenleaf, Capt. Silas N., was born in Maine in 1837. He first came to the Pacific Coast in 1858 and sailed for a year as mate on the brig *W. D. Rice*. In 1861 he was master of the bark *Ork*, two years later holding a similar position on the bark *George Washington*. He also commanded the ship *Helois* and in 1867 brought the ship *Samoset* from Philadelphia to San Francisco, a year later bringing out the ship *Oihello*, with which he sailed foreign again. From 1873 to 1881 he was sailing the ship *Union* in the cotton trade, leaving her for the ship *Fannie Tucker*, which he sailed until 1889. Captain Greenleaf then sold out and retired from the sea and is at present living in Seattle, Wash.

Greenshields, John M., engineer, Victoria, B. C., was born in Scotland in 1861 and commenced his marine career in the Northwest on the tug *Pilot* in 1888. He was afterward on the *Etta White*, *Cutch* and a number of other steamers, and has recently been engaged as chief engineer on the *Joan*.

Gregory, George W., engineer, Hoquiam, Wash., was born in Missouri in 1868 and began in the marine service on Gray's Harbor in 1889.

Griffin, Walter L., mate, Olympia, Wash.

Griffiths, J., master of the ship *Riversdale*, was born in Wales in 1852 and has been sailing to Pacific Coast ports since 1885.

Griffiths, Capt. Thomas H., was born in Wales in 1832. At the age of thirteen he began sailing on a fruiter in the Mediterranean. He came to the Pacific Coast as quartermaster on the steamship *Uncle Sam* in 1853, leaving her and making a trip to Shoalwater Bay on the schooner *Empire*. He continued sailing out of San Francisco as mate until 1860, when he was given command of the schooner *Coquette*. He sailed as master in the Bodega and Mendocino lumber trade until 1881, when he commenced running to the Sandwich Islands, and with the exception of occasional trips to Puget Sound has been in the Island trade since that time.

Grimsley, J. H., engineer, was born in Jacksonville, Ill., in 1839. He began his marine career on the steamer *Union* in 1864, running on the Willamette River, and for twenty-four years served on different steamers on the upper and lower Columbia and Willamette rivers. He is at present engineer on the steamer *Aberdeen*, running between Seattle and Olympia.

Gritman, W. L., purser, was born in Illinois in 1866. He commenced steamboating on Puget Sound in 1886 and has since been engaged on nearly all the leading steamers on the Sound.

Groat, Capt. John, Empire City, Or., was born in Scotland in 1860. He came to this country when a boy and has been in the employ of the Government since 1881, most of the time on dredges and in connection with lighthouse work. He is at present connected with the steamer *General Wright*.

Grubbs, C. W., engineer, Portland, Or.

Grumlund, Claus, was born in Sweden in 1854. On coming to the United States he sailed out of New York ports until 1882, when he came to Portland and commenced work on the steamer *Joseph Kellogg*. He was afterward engaged on the *A. A. McCully*, *Telephone* and *Allona* as fireman, and for the past two years has been second assistant engineer on the steamers *Elwood* and *Dallas City*.

Gudmanen, A. B., master of schooner *Roy Sommers*, San Francisco.

Gunderson, C. G., steward, began running out of San Francisco on the *Ajax* in 1873, and, with the exception of a trip to Liverpool, England, on the *McNear*, has been on coasting vessels and river steamers since that time. He retired from the water about 1890 and is now living at Port Townsend, Wash.

Guns, Thomas S., mate, Victoria, B. C.

Guptil, F., Seattle, Wash., purser of steamer *Rosalie*.

Guptil, Fred L., engineer, was born in Wisconsin in 1867 and commenced steamboating on Puget Sound on the *North Pacific* in 1886.

Gustafson, Capt. E., Shelton, Wash., was born in Sweden in 1854 and has been steamboating on Puget Sound since 1883, beginning that year on the *Rip Van Winkle*.

Haaven, Iver, engineer, Astoria, Or.

Hackett, Harry A., engineer, Albina, Wash., has served on the steamers *Albina*, *Velo*, *Cyclone*, *Daisy Andrus*, *Hattie Belle* and *Stark Street Ferry*.

Hackett, M. A., master and pilot, Portland, Or.

Hadlock, Samuel, mate, Portland, Or.

Hadlung, William, engineer, Seattle, Wash.

Hague, Charles J., engineer, Vancouver, Wash., has been engaged in the marine business for about fifteen years, most of which were spent on the steamers of the Vancouver Transportation Company. For the past five years he has been chief engineer of the Portland & Vancouver Railroad Ferry.

Hale, W. S., engineer, Seattle, Wash., has been steamboating on Puget Sound for eleven years, commencing on the steamer *Addie* in 1884. In 1885 he was on the steamers *Biz*, *Celilo* and *Nellie*, and has since been engaged on the *Willie*, *Rip Van Winkle*, *Tacoma* and *Katie* on the Sound, and on the *Lone Fisherman* and *Alaskan* in Alaska waters. He has recently been connected with the *Rainier* on the Hood's Canal route.

Hall, A. L., first officer of steamship *City of Puebla*, was born in Maine in 1868. His first work on the Pacific Coast was on the *Ancon* in 1888.

Hall, A. W., mate on sailing vessels, was born in Massachusetts in 1856. He has been sailing out of Pacific Coast ports since 1876, most of the time in the lumber trade, and has run for a long time on the ship *Glory of the Seas*.

Hall, Capt. J. T., was born in Polk County, Or., in 1859. He commenced steamboating on Coos Bay in 1884 and was engaged on the *Coos*, *Myrtle*, *Satellite*, *Restless*, *Mountaineer*, *Yarro* and others. In July, 1894, he was appointed deputy collector at Empire City and retired from the water.

Hall, Capt. Otto V., Ilwaco, Wash., was master of the steamer *Volga* and built and ran the steamer *Hattie* for a short time.

Hall, Richard, Victoria, B. C., retired purser, was born in San Francisco in 1852. He was purser on the steamer *Gertrude* on the Stickeen River for two years and held a similar position on the steamer *Grappler*. Mr. Hall has recently been interested in the sealing schooners *Geneva*, *Ocean Belle* and *Ainoko*.

Hall, Capt. Robert, Port Townsend, Wash., has been engaged in the marine business for fourteen years. He was master of the tugs *Discovery* and *Katie* in 1891 and 1892, and has recently been employed as mate on the tug *Tyee*.

Hall, W. A., engineer, Astoria, Or.

Halligan, M. C., steward, Olympia, Wash.

Haner, William, steward, Portland, Or.

Hauke, Christ, engineer, Astoria, Or.

Hanley, John, engineer, was born in New York in 1834. He first worked on the old steamship *Columbia* with Captain Dall, and afterward was on the *Independence* on the Willamette River in 1858. He is at present engineer at St. Vincent's Hospital in Portland, Or.

Hannah, John, steward, New Westminster, B. C.

Hannegan, William J., purser, Whatcom, Wash., was born in Chicago in 1862. He has been engaged on the steamers *Josephine*, *Wasco* and *Idaho*, and also as agent for the Pacific Navigation Company.

Hansen, Capt. Bernard, was born in Norway in 1853 and came to the Pacific Coast on an English ship in 1871, joining the Hawaiian bark *Queen Emma* at San Francisco. In 1876 he was mate of the schooner *Golden Gate*, and after running in that capacity for ten years was given command of the schooner *W. S. Phelps*. In 1889 he took the schooner *J. Eppinger*, going from her to the schooner *Addie*, where he has been engaged for the past four years.

Hansen, Edward, engineer, Empire City, Or.

Hansen, F., mate of steamer *Protection*.

Hansen, H. J., mate and master of sailing vessels, was born in Norway in 1862. He has served as master of the schooners *Jennie Thelin* and *Reliance*, and has recently been engaged on the schooner *Eclipse*.

Hansen, Harry, steward, San Francisco.

Hansen, Capt. L., San Francisco.

Hansen, Capt. Lars, master of sailing vessels, was born in Norway in 1854. He has been engaged in the marine business for twenty-five years, has been sailing coastwise out of San Francisco since 1884, and is at present master of the schooner *Jennie Thelin*.

Hansen, Capt. Lewis, was born in Denmark in 1866, commenced his marine service on the North Sea, and came to the Pacific Coast in 1887, joining the schooner *Barbara Boscowitz*. In 1888 he was second mate of the schooner *Tillamook*, remaining there as mate and second mate four years. He then took command of the steamer *Laguna* for a year, when he returned to the *Tillamook* as master.

Hansen, Capt. N., was born in Denmark and has been sailing on the Pacific Coast since 1855, beginning on the bark *Shirley*. He has served on the *Spartan*, *Melancthon* and *James Cheston*, and since 1837 has had command of the barkentine *Quickstep*.

Hansen, Olof, mate, Hoquiam, Wash., began steamboating on the Columbia River on the *Willamette Chief* in 1877. He was engaged on nearly all the Columbia River steamers until 1886, when he went to Gray's Harbor. He has since been employed on steamers in that vicinity, and has recently been engaged as mate on the tug *Traveler*.

Hanson, Albert, mate on sailing vessels, was born in Norway in 1865. He has been coasting north from San Francisco since 1882, and has recently been engaged on the bark *C. B. Kenney*.

Hanson, Capt. G. P., was born in Denmark in 1862 and has been coasting out of San Francisco since 1885. He has been master of the schooners *Charles G. Wilson*, *Letitia*, *Norma*, barks *C. B. Kenney* and *Prussia*.

Hanson, J. J., master and pilot, Seattle, Wash., is owner of the steamer *Hattie Hanson*.

Hamilton, Capt. John, was born in Kentucky in 1858 and came to Puget Sound in 1880. He was first engaged on the steamer *Chehalis* and has since been on the *Josephine*, *Planter*, *James McNaught*, *Glide* and *Indiana*, having owned and commanded the latter steamer for the past three years.

Hamilton, John Edward, mate, Vancouver, B. C.

Hamlin, W. L., engineer, Wallula, Wash., has been steamboating on the upper Columbia since 1879, running as engineer on the *Belle*, *Lizzie Linn*, *Seaside*, *Alkali*, *Rattler* and *Uncle Richard*.

Harde, Capt. B., was born in Germany in 1853 and commenced his marine service at the age of fourteen. He came to the Pacific Coast in 1870 and has had command of the schooners *D. C. Harkins*, *Ida Florence* and *Dauntless*. He has been connected with a number of other small vessels, but at present has retired from the water and is living in San Francisco.

Harding, Capt. N. S., was born in Massachusetts in 1842. He came to the Pacific Coast on the ship *Grace Darling* nearly twenty years ago, but returned and did not come out again until a few years ago. He is at present on the ship *America*.

Hardwick, Capt. Edward N., was born in San Francisco in 1862 and has been sailing out of his native port since boyhood. He was with the brig *Deacon* for nearly seven years in various capacities, and in 1887 was given command of the schooner *Barbara Hemster*, which he ran in the coasting trade four years, leaving her for a position as first officer on the steamer *Cleone*. He was next on the steamer *Silver Spring*, first as mate and then as master, unfortunately losing her two months after taking charge. He is at present master of the steamship *Nararro*, of which he is part owner.

Harc, James W., engineer, Astoria, Or.

Harlow, Capt. F. C., was born in Bangor, Me., in 1847. His first lessons in steamboating were received on the Oregon Steam Navigation Company's boats, running on the Columbia. Captain Harlow still serves on the river, and is now on the *Milwaukie Ferry*.

Harlow, F. C., Jr., engineer, Milwaukie, Or.

Harman, Thomas, a submarine diver, has followed his calling since 1858. Among the sunken and leaking vessels which he has raised, or repaired beneath the waves, were the steamers *Otter*, sunk at Fort Rupert, *Al Ki* at Bell-chain Reef, *Hyllon Castle*, *Sardonyx*, *Walla Walla*, *Empire*, and scores of sailing vessels. The most historical wreck that ever engaged his services was the old English line-of-battle ship *Boyne*, burned and sunk at Spithead in 1775. Just short of a hundred years afterward the Government officials, finding her hull was an obstruction, sent Mr. Harman and another diver to blow her up. They found the oak frame of her hull black as jet and as hard as iron, with the copper bolts as sound as the day they were made. For the last quarter of a century Mr. Harman has made his home at Victoria, B. C.

Harmon, George, engineer, Astoria, Or.

Harney, James W., engineer, was born in Middletown, Conn., in 1849, his first marine work being on the steamer *Elm City* on Long Island Sound. He afterward ran between New York and New Orleans and about 1875 came to the Pacific Coast. He has been engaged most of the time since on river steamers, but has made several trips between the Columbia and Puget Sound on river steamers, his last work of this kind being on the *Hassalo*.

Harper, Capt. Joseph, was born in Ireland in 1833 and served his time in the north of England, afterward sailing out of Liverpool. He came to the Pacific Coast in 1858, sailed for a time in the Sandwich Islands trade, and then built the schooner *Ringleader* at Nainaimo for trading purposes. He ran as master of her for five years and then disposed of her to

Bradley of San Juan Island. He then went to Departure Bay, where he has lived for the past twenty-three years, during which time he has made only a few trips to sea. He took command of the schooner *Black Diamond*, running to Sitka, for the Vancouver Coal Company. On his last trip the vessel was plundered by the Indians and everything movable taken.

Harriman, Cyrus, bar pilot, Astoria, Or.

Harriman, Capt. J. H., was born in Stockton, Me., and came to the Columbia River in 1883 on a sailing vessel. He left her at Astoria and commenced tugboating on the Columbia bar, where he remained several years, most of the time as one of the State pilots. When the pilot schooner *C. G. White* left the bar, Captain Harriman went to Puget Sound, where he has since had command of a number of different steamers.

Harrington, M. H., San Francisco, master of schooner *Omega*, has been sailing on the Pacific Coast since 1878.

Harris, William E., engineer, was born in Oregon in 1852 and began steamboating on the *Henrietta* in 1876. He ran as chief engineer on several river steamers until a few years ago, when he retired from the water and has since followed the profession of mechanical engineering in Portland. At the present time he has charge of the engineering department of the Portland Ice Company.

Harrison, James, San Francisco, steward steamer *Cleone*.

Haskell, George, fireman, Victoria, B. C.

Haslam, Harry, mate, was born in England in 1864 and served four years in the British Navy as midshipman. He came to the Columbia River in 1882 and commenced steamboating on the *Manzanillo*. He has recently served on a number of small steamers around Astoria.

Hastings, Captain Joseph B., was born in Ireland in 1853 and spent several years on British sailing vessels. He has been engaged in the deep-water trade most of his life. After leaving the whaleback *C. W. Welmore*, which he brought to the Pacific Coast, he purchased the steamer *Idaho*, which he ran for a short time. He afterward joined the new whaleback *City of Everett* as second officer.

Hatch, Capt. A. J., was born in Connecticut in 1841 and commenced his marine service between New York and Boston in 1858. He came to the Pacific Coast in 1863 as mate on the ship *Favorite*. He sailed foreign from San Francisco until 1885, when he came out as chief officer on the *City of Topeka*, leaving her to take command of the ship *Seminole*, which he sailed for two and a half years. He then took charge of the five-masted schooner *Louis*, where he has remained for the past seven years.

Hatherly, Thomas W., Salmon Arm, B. C., engineer, Columbia & Kootenai Steam Navigation Company.

Hawes, R. C., seventh assistant engineer of steamship *Empress of China*, was born in Liverpool in 1862. He served an apprenticeship at the Foxhall Foundry of that city and then joined the tramp steamer *City of Manchester* as second assistant. He sailed on different steamships until 1888, when he came to Vancouver and joined the steamer *Mannie* as chief engineer, afterward serving on the *Mermaid*, *Etta White*, *Active*, and a number of others. For the past few years he has been connected with the Royal Mail steamships *Empress of China* and *Empress of India*. Mr. Hawes was one of the organizers and was president of the Vancouver Marine Engineers' Association.

Hayden, Capt. Eugene, Portland, Or.

Hayden, H. H., shipbuilder, Vancouver, B. C.

Hayes, Capt. James M., was born in New York City in 1857. He came to the Pacific Coast on the American ship *Samuel Watts* in 1876 and on arrival entered the coasting trade. For the past fifteen years he has been in the employ of the Alaska Commercial Company as master of the schooners *Pearl*, *Matthew Turner*, *Dora* and *Bertha*, and is still in command of the latter.

Hayter, William J., engineer, Seattle, Wash., began steamboating on Puget Sound in 1870 and followed the business there for several years, running on many of the pioneer steamers. He retired from the water many years ago and for some time has been employed in the Seattle Fire Department.

Headley, William R., San Francisco, steward of steamer *Rival*.

Heard, T. M., engineer, New Westminster, B. C.

Heath, James, fifth assistant engineer of steamship *Empress of China*.

Heckman, E. A., mate on sailing vessels, began on the *Western Shore* in 1878. He has since been employed on the leading sailing vessels in the coasting trade, and has recently been connected with the bark *Alexander McNeill*.

Hedges, W. F., Kalama, Wash., pilot of steamer *Tacoma*.

Hemstreet, C. H., engineer, Tillamook, Or., has been engaged on the steamer *Garfield* for several years.

Hendee, S. B., purser, was for many years in the employ of the Oregon Railway & Navigation Company and was chief clerk in the superintendent's office during the Pegram régime. He has recently been running on the *George W. Elder*.

Henderson, Capt. H., was born in the Shetland Islands in 1849. He commenced sailing coastwise out of San Francisco in 1878 as mate on the schooner *Montana*, holding a similar position on the schooners *Alice Buck*, *Starlight* and *Kodiak*. His first command was the schooner *Martha Tuft* in 1883. He then took charge of the schooner *W. L. Beebe*, with which he made the trip between San Francisco and Humboldt in twenty hours from dock to dock, the fastest ever known. After sailing the *Beebe* for over two years he took command of the schooner *William Renton*, leaving her five years ago to take his present vessel, the four-masted schooner *Golden Shore*.

Henderson, Capt. L. F. B., was born in Norway in 1858 and began sailing out of the ports of that country when a boy. He came to the Pacific Coast in 1875 on the ship *Emily Farnum*, leaving her for the bark *Arkwright*. He was with the ship *Alexander Gibson* for five years, rising to the position of master on the death of Captain Stevens. He was afterward second mate on a number of small coasting schooners, and in 1891 was mate on the Columbia River lightship, remaining there for two years. Captain Henderson then went to San Francisco, where he was engaged for a while as mate on White-law's wrecker, and after her destruction by fire took command of the tug *Kate O'Neil*.

Hendricks, R. A., engineer, South Bend, Wash.

Hennessey, Capt. A. F., Seattle, Wash., was born in Boston in 1864 and commenced steamboating on the Sound in 1886. He has been engaged on the steamers *North Pacific*, *Goliath*, *Olympian*, *Flyer*, and nearly all the Oregon Railway & Navigation Company's fleet.

Henspeter, Capt. Henry, was born in Germany in 1831. He came to Puget Sound in 1871 and ran a trading sloop for several years. At present he is living at Semiahmoo, Wash., where his son, Capt. C. H. Henspeter, has also been engaged in local marine ventures.

Herald, J. H., engineer, Portland, Or.

Heritage, John A., Vancouver, B. C., eighth assistant engineer of steamship *Empress of India*.

Hermida, Augustin L., steward, has been on most of the old-time steamships running on the coast since 1853, when he arrived in San Francisco and joined the *Sierra Nevada*. He is at present chief steward on the *Arago*, running between Coos Bay and San Francisco.

Herrington, F. S., master and pilot, Ballard, Wash.

Hewitt, Alfred A., engineer, Victoria, B. C., was born in Ireland in 1860 and has followed the water since 1880. He commenced his service in the Northwest on the *Princess Louise* in 1889 and has recently been engaged on the tug *Lorne*.

Hibbert, John, boiler-maker and engineer on steamship *Empress of China*, was born in England in 1857. After serving an apprenticeship of seven years he sailed in various parts of the world on steamships, finally coming to Vancouver with the *Empress of China*, with which he has since remained.

Hicks, Charles, retired engineer, Seattle, Wash.

Higgins, James P., who was one of the crew of the *J. R. Whiting*, is still in active service on the coast, being at present master of the schooner *Excelstor*. He was born in Massachusetts in 1837, and when not at sea makes his home at West Berkeley, Cal.

Hill, P. G., Tacoma, Wash., chief engineer of steamship *Tacoma*, has been connected with the marine business for thirteen years, and has been running in the Northwest since 1892.

Hiller, Samuel, engineer, Allyn, Wash.

Hitchcock, Francis, mate.

Hoar, R. B., mate, was born in New Brunswick in 1861. He came to the Pacific Coast in 1889 and has since served on the steamers *Delaware*, *R. Dunsmuir*, *Cutch*, *Capitano*, *Tepec* and others.

Hoch, Basil, purser of steamship *Empress of India*.

Hogan, P. V., steamship mate, was born in Nova Scotia in 1869 and began sailing out of Baltimore, Md., when a boy. He came to the Pacific Coast in 1884, sailed for a short time on the barkentines *Tam O'Shanter* and *Portland* in the coasting trade, and then joined the steamship *Alexander Duncan* as second officer, subsequently holding a similar position on the steamers *Laguna*, *Haitian Republic* and *Bonita*. He has also served as third officer on the steamships *City of Topeka* and *Corona*, and for the past eighteen months has been engaged on the steamship *Arago*.

Hogan, W. P., engineer, was born in California in 1862. He began his marine career on the Panama route, running four years on the steamship *Colima* as water-tender and oiler, then going to the *Queen of the Pacific* as third assistant engineer and afterward running as second assistant for two years. He then went as second assistant on the steamship *San Pedro* for a year and as first assistant for three years. He was next chief of the steamer *Emily* four years, leaving her for the steamer *Homer*, on which he ran for six months. Soon after the whale-back *C. W. Wetmore* was placed in the coasting trade, he joined her as engineer, but on his first trip the vessel was wrecked near Coos Bay. Since then he has remained on shore and for the past two years has been engineer at the Olympic Club.

Holbrook, Horace, engineer, Coupeville, Wash., was born on Whidby Island in 1863. He has served on the steamers *Seattle*, *Edna* and *Edison*.

Holden, R., purser, was born in San Francisco in 1869. He commenced his marine service in 1883 as a seaman on the bark *Lindores Abbey*, and was afterward storekeeper on the steamship *China* and freight clerk on the *Alexander Duncan*. For the past two years he has been engaged as purser on the steamers *Arcata* and *Arago*.

Holland, William, engineer, was born in New York City in 1853. He began running on steamships out of San Francisco in 1878, and since then has worked on the *Ancon*, *Grenada*, *City of Rio de Janeiro*, *Columbia*, *Mexico*, *State of California*, *Zealandia*, *Haitian Republic*, *Colima* and *Truckee*, and also on the steamer schooners *Signal* and *Alcatraz*. He served for a few months on Puget Sound with Captain Beecher on the steamer *J. B. Libby* and has recently been engaged on the steamer *Homer*.

Hollander, Samuel, engineer, Vancouver, B. C., was born in Sweden in 1862. His first work was on the Baltic Sea, where he engaged in the coasting business as fireman and engineer for nearly three years. He came to the United States as third assistant engineer on the tramp steamer *Charleston*, afterward spending several months with the Cunard and Lambert & Holtz steamship lines. He arrived in British Columbia in 1882 on the bark *Stormy Petrel* and soon engaged in the machine shop and repairing business, placing the machinery in the steamers *Dreadnaught*, *Eliza Edwards*, *Mermaid* and others. He also ran for a short time as engineer on the steamer *Skidegate*.

Holman, A. G., mate on sailing vessels, San Francisco.

Holman, B. F., Portland, Or., steamboat agent.

Holman, Herbert, Portland, Or., agent of the Joseph Kellogg Steamboat Company, was born in Cowlitz County, Wash., in 1859 and has been connected with Kellogg's steamers for the past fifteen years.

Holmes, Capt. William E., was born in London in 1857. He reached Victoria in 1875 on a sailing vessel, and on his arrival secured employment on the tug *S. L. Mastick*, subsequently serving on the steamers *North Pacific*, *Otter*, *Annie Stewart* and *Isabel*. In 1877 he was mate of the steamer *Idaho*, and then returned to Victoria and was employed on the steamers *Otter*, *Beaver*, *Crappler*, *Wilson G. Hunt* and *Alexander*. Since March, 1886, he has run on the steamer *Florence*, used as a water boat at Esquimalt.

Honeyman, Charles, marine surveyor, Nanaimo, B. C., was born in Scotland in 1847 and has been engaged in the marine business since 1860, most of the time between Liverpool and New York. He came to the Northwest in 1885.

Hoover, Samuel, ship-carpenter, Fairhaven, Wash., has served on the schooner *R. J. Morse* and the steamers *Wasco* and *Dispatch*.

Horn, Capt. A. W., was born in Maine in 1849 and commenced steamboating on Puget Sound in 1884. For the past few years he has been in the employ of the Hastings Steamboat Company as master of the *Willapa* and *Garland*.

Horner, A. L., Portland, Or., manager of the Bowers Dredge Company.

Horton, Leander, San Francisco, engineer of sternwheeler *Relief*.

Horton, Robert J., Victoria, B. C., was born in London in 1834 and began sailing out of that port in 1851. He followed his calling in the Black Sea during the Crimean War and was in the merchant marine during the war with China. He came to Victoria in the sixties and entered the service of the Hudson's Bay Company as mate on the *Otter*, on which he served from 1861 to 1866. Mr. Horton has remained with that company since, serving in various capacities.

Hoskell, Capt. Mark, was born in Maine in 1853 and has been sailing coastwise from Pacific Coast points since 1874. He has recently had command of the bark *B. P. Cheney* in the Nanaimo coal trade.

Howard, C. G., steward, San Francisco, was born in the West Indies in 1850. He has been sailing north from San

Francisco since 1882 and has recently been engaged on the steamer *Protection*.

Howland, Capt. James E., master of the ship *Invincible*, has been engaged on the Pacific Coast in the coasting and deep-water trade for thirty years.

Howland, John, engineer, San Francisco, was born in New York in 1863 and has been running on the Pacific Coast for about nine years. He has been employed in the Northwest on the steamers *J. B. Libby* on Puget Sound and the *General Miles* on the Columbia, and has recently been engaged on the steam whaler *Jeannette*.

Hoyt, Capt. Henry L., who was interested in the *Multnomah*, was born in Warren County, N. Y., in 1823 and came to California in the early fifties. His first marine work on the coast was on the steamer *Huron*, running between San Francisco and Sacramento. After serving there a while he went to the San Joaquin River and then to Oregon. He remained with the *Multnomah* for several years, and after she went out of existence was interested in various other steamboat ventures. For the past few years he has been living at Oakland, Cal.

Hubbard, L. H., Alameda, Cal., master of barkentine *S. N. Castle*, was born in Maine in 1838. He came to the Pacific Coast in 1862 and was for a long time in Flavel's employ as bar pilot on the Columbia River. For the last sixteen years he has been sailing between San Francisco and Honolulu, having made nearly ninety voyages to the Islands.

Huffman, Frank M., engineer, Seattle, Wash., was born in Elgin, Ill., in 1856, and followed steamboating on the Mississippi River for nearly ten years, running between St. Louis and St. Paul. He came to Puget Sound in 1889, and, after following the water a short time, was appointed engineer of the Union Electric Light & Power Company.

Hughes, A. D., engineer, Portland, Or.

Hughes, Capt. C. B., Hoquiam, Wash., was born in Maine in 1859 and came to the Pacific Coast in 1877. He was for a long time mate on the bark *Rival* and schooner *James A. Garfield*. His first command was the schooner *Rebecca*, which he sailed for three years, and then went to the *Jessie Nickerson*. When the *Pioneer* was built at Gray's Harbor, Captain Hughes secured an interest in the vessel and took charge, remaining with her until she was lost in 1894. He then purchased an interest in the *J. M. Weatherwax*, which he is still sailing in the lumber trade.

Hughes, Edward C., Astoria, Or., ex-purser of Holladay's steamships.

Hughes, Capt. H. M., Seattle, Wash., was born in England in 1846. He came to the Pacific Coast in 1871 and began running on the steamship *Constantine*. He has since been engaged on a number of small steamers, recently having command of the *Beaver*.

Hunt, Capt. E. E., Tacoma, Wash., is a native of Michigan. He commenced his marine work on Puget Sound in 1883 with the steam launch *Baby Mine*, carrying the mail to Artondale. He was afterward connected with the *Susie*, *Victor* and other small steamers.

Hunter, Joseph, mate, was born in Boston, Mass., in 1851. He has been engaged in the Pacific Coast trade since 1877, serving on the *General Butler*, *Raphael*, *Mount Washington*, *Chehalis*, *Detroit* and others.

Huntington, Thomas, engineer, was born in New York in 1850. He came to the Pacific Coast in 1870 and began running between San Francisco and Portland on the *John L. Stephens*, going from her to the steamer *Constitution*, where he served for two years on the Panama route. He was also on the steamer *Montana* on the same route, next ran to Humboldt on the steamship *Pelican*, and then on the *Mohongo*, running to San Diego. From her he went to the steamship *Colorado*, running to China, for a few months, and then joined the *City of Sydney*, from San Francisco to Australia. Leaving deep-water vessels, he ran for a few months on Sacramento River steamers. In 1883 he joined the tug *Richard Holyoke* and worked with her on Puget Sound for six months, returning to San Francisco as chief of the tug *Millie*. He was afterward on the tug *Relief*, steamer *Sonoma*, and other vessels, for several years. Mr. Huntington left the water a few years ago to take the position of assistant engineer at the United States Mint at San Francisco, where he remained for a year, and then returned to the steamer *Caroline*, where he is now employed.

Hurd, Capt. A. F., Florence, Or., was born in Maine in 1856. His first marine experience on the Pacific Coast was as seaman on the schooner *Smilar* in 1883. He remained on sailing vessels for about three years and was then interested in the steamer *Mary Hall*. At present he is handling a mail contract with the steamers *Coos* and *Mink*.

Hunar, Christian, engineer, was born in Norway in 1852. He began running out of San Francisco in 1877 on the steamship *City of New York*, leaving her three years later to join the steamer *Goliath* as first assistant engineer. He left the *Goliath*

in a short time, and worked for nearly four years in the iron works at Seattle and Victoria, remaining ashore until 1887, when he joined the steamship *Wilmington*. Since then he has been on the steamers *City of Chester*, *Warrior*, *San Pedro*, *Cosmopolis*, *Santa Maria*, *Silver Spring*, *National City* and *North Fork*, running as first assistant on nearly all of them and at present holding that position on the latter.

Huston, William, engineer, Victoria, B. C., was born in Scotland in 1859. He has been steamboating in British Columbia since 1887.

Hutchinson, John Warner, was born aboard a ship in the Indian Ocean in 1833. In 1861 he shipped before the mast on the bark *Ann Perry*, running in the lumber trade between San Francisco and Puget Sound ports. He continued on this route for a number of years on different vessels, among them being the brig *Tanner*, barks *Live Yankee* and *Samuel Merrill*, first as second mate and then as mate. He retired from the water some years ago and is now living at Port Townsend, Wash.

Hutman, P., San Francisco, master of schooner *Czar*.

Hyde, Alexander, engineer, San Francisco, was born in Ireland in 1860 and has been engaged in the marine business since 1878. He came to the Pacific Coast in 1889 and is at present second assistant on the steamship *Wilmington*.

Ipsen, Capt. M. A., was born in Denmark in 1855. He has been sailing on the Pacific Coast since 1883, when he began on the schooner *Reporter*. He has since been engaged on the brig *Salina*, *Lurline*, *Courtney Ford*, bark *Julia Ford*, barkentine *Ella*, schooner *John G. North*, and for the past few years has had command of the four-masted schooner *Oiga*.

Ironmouger, Arthur Edward, steamship purser, was born in England in 1878 and came to the Northwest in 1887.

Irving, Robert, was born in Ontario in 1849. He began steamboating on the *Reliance* in 1877, remaining with her and the *Royal City* as purser for over a year, then going to the Hudson's Bay Company's steamers *Enterprise* and *Princess Louise*. He was afterward on the *Western Slope* for a short time and left there to take charge of the Hudson's Bay Company's dock, where he was engaged for three years. He then began running on the Puget Sound steamers *North Pacific*, *George E. Starr* and *Olympian*, remaining with the Oregon Railway & Navigation Company as purser for two and a half years and as agent at Victoria for three years, leaving them to enter the employ of the Canadian Pacific Navigation Company.

Ivanny, James, mate, Vancouver, B. C.

Iverson, John, mate on sailing vessels, San Francisco.

Jackling, W. B., engineer, was born in Illinois in 1885. He began steamboating on Puget Sound in 1877 on the *Celilo*. He also ran on the *Wilmington* for a number of years and on the *Haytian Republic* while those two steamers were engaged in smuggling, Jackling unfortunately becoming implicated in the trouble. He is at present living in Seattle, Wash.

Jackman, Capt. Thomas, Port Townsend, Wash., was born in England in 1834. He came to this country when a boy and to the Pacific Coast in 1849. His first marine work on this coast was on the old revenue cutter *Jeff Davis*, where he filled the berth of master-at-arms for two years, while she was stationed at Port Townsend. He was afterward transferred to the revenue cutter *Joe Lane*, having charge of her during 1863. Leaving the revenue service he carried the mail between Dungeness, Port Townsend and Port Angeles for three years. He was afterward appointed to a position in the Port Townsend custom-house.

Jackson, Albert, engineer, was born in Oregon City, Or., in 1853, and began steamboating on the upper Columbia in 1869 on the *Tenino*, going from her to the *Yakima*, on which he was running when she sank. Mr. Jackson has since worked on nearly all the steamers of the Oregon Steam Navigation Company and their successors, and at present is engaged on their boats out of Portland.

Jackson, Andrew, mate on sailing vessels, was born in Finland in 1863. He commenced coasting north from San Francisco in 1883 on the bark *Montana* and has recently been engaged on the schooner *Laura May*.

Jackson, C., mate on sailing vessels, was born in Norway in 1856. He has been sailing north out of San Francisco for fifteen years, and has been engaged at different times on the *Don Carlos*, *Harvester*, *Kennebec*, *General Fairchild* and *Albert*. At the present time he is master of the latter vessel.

Jackson, C. W., master of the bark *Prussia*, is a native of Maine. After sailing out of Atlantic ports for several years, he came to San Francisco and began in the coasting trade with the bark *Adelaide Cooper*. He has since commanded a number of well known coasting sailing vessels.

Jackson, G. A., engineer, San Francisco.

Jackson, G. Arthur, San Francisco, engineer of steamer *South Coast*.

Jackson, George, San Francisco, was one of the crew of the *Pacific* when she was brought around from the East. He has followed the sea on the coast since that time and is at present steward on the bark *Oregon*.

Jackson, Capt. Henry P., Seattle, Wash., agent of the Northwestern Steamship Company.

Jackson, John, master of sailing vessels, San Francisco.

Jacobs, Capt. J. D., was born in Germany in 1846 and came to the Pacific Coast in 1859. His first command was the schooner *Undaunted*. He was afterward in charge of the schooner *Edith* for fourteen years, and has since commanded the steamers *Whitesboro*, *Tillamook* and *Westport*, having had charge of the latter for seven years.

Jacobsen, J., master of sailing vessels, has been in the coasting trade north of San Francisco since 1880. For the past three years he has been master of the *Maggie C. Russ*, engaged in the lumber trade.

Jacobson, Capt. H. R., was born in Denmark in 1842. He began sailing on the Atlantic Ocean and Baltic Sea when about fourteen years old, and in 1868 came to the Pacific Coast, where he was first connected with the schooner *Queen of the Bay*, running out of San Francisco. He is at present on the schooner *H. C. Wright*.

Jaggy, Capt. John J., Vancouver, Wash., was born in Boise City, Idaho, in 1864. He commenced in the marine service on the Government steamer *Dispatch* in 1882, and for the past ten years has been engaged in the ferry service as master of the *Vancouver* and other steamers.

James, David, master mariner, Wellington, B. C., was born in Wales in 1844 and came to the Northwest in 1889. He has been engaged in the marine business for thirty years.

Jamieson, Magnus, mate, Sapperton, B. C.

Jancke, Frank, steward, San Francisco.

Jansen, C. L., engineer, was born in Denmark in 1854. He served his apprenticeship at Copenhagen, came to New York in 1875, and from there to the Pacific Coast, where he joined the steamship *Dakota*, running north with her as fireman and oiler for two years. He was afterward on the steamers *City of Sydney* and *City of New York*, leaving there and working ashore for six years. He then entered the tugboat service as chief of the *Ranger* and later of the *Mary Ann* on Humboldt bar. He was subsequently chief of the steamships *Lakme* and *Noyo* and for the past two years has been filling the same position on the steamer *Weott*.

Jarrett, Charles, mate of the schooner *Jessie Matson*, was born in San Francisco in 1857 and has been sailing north from there since 1880.

Jeffrey, William L., master mariner, Nanaimo, B. C., was born in Monmouth, England, in 1842 and began going to sea at the age of fourteen. After sailing in various parts of the world, he came to the Pacific Coast in 1873 and began sailing between San Francisco, Puget Sound and British Columbia ports. He retired from the water several years ago.

Jensen, C., San Francisco, master of schooner *Lena Sweasey*.

Jenseu, Charles, mate on sailing vessels, San Francisco.

Jensen, J. A., mate, Seattle, Wash., was born in Denmark in 1851 and has held master's papers since 1874. In the Northwest he has been connected with the steamers *Dolphin*, *Alliance*, *T. J. Potter*, *North Pacific*, *Sehome* and others.

Jensen, I. P., The Dalles, Or., master of steamer *Queen*.

Jensen, M. C., retired master, Seattle, Wash., was born in Denmark in 1854. After sailing in various parts of the world, he came to Seattle in 1887. Since his arrival he has been engaged mostly in shipbuilding.

Jensen, Capt. Ole, was born in Norway in 1854 and came to Puget Sound in 1870. He was on the schooner *Yukon*, surveying in Alaska, was afterward second mate and mate of a number of well known coasting schooners, and in the latter part of the seventies was given command of the schooner *Columbia*. Since then he has had command of the steamers *West Coast*, *Newsboy*, *Mendocino* (which was lost on Mendocino bar), *Active*, *Record*, schooners *Alice Kimball*, *Daisy Rowe*, *James Townsend*, *Free Trade* and *Gotama*, being in command of the latter at the present time.

Jensen, Capt. T. A., Seattle, Wash., owner of the tug *J. E. Boyden*, was born in Norway in 1853 and began steamboating on Puget Sound on the *James Mortie* in 1872.

Jewell, T. C., pilot, Seattle, Wash., was born in New Hampshire in 1843 and has been engaged on Lake Washington steamers since 1893.

Jewett, Wilson F., president of the Umpqua Steam Navigation Company, has been engaged in the marine business at Coos Bay since 1878 and is also manager of the Gardiner Mill Company.

Johansen, Capt. N. P., was born in Denmark in 1848. He came to Coos Bay in 1875 and ran for three years on the

steamer *Satellite*, and then went to the steamer *Coquille*, running to San Francisco. On coming to the Columbia he served on the steamers *A. B. Fields* and *Rosie Olsen*, operating between Astoria and Tillamook, and in 1886 took command of the steamer *Tonquin*, running her five years for the Clatsop Mill Company.

Johnson, Capt. A., was born in Norway in 1856 and commenced his marine service in that country. He came to the Pacific Coast in 1873 and joined the Peruvian Navy, serving on the gunboat *Gasca* at Callao for a few months, and then going to Panama, where he joined the steamship *Montana*. On arriving at San Francisco he entered the coasting trade and has since served on the steamers *Salinas*, *Senator*, *Los Angeles*, *Ancon*, *City of Chester* and *Santa Rosa* as second mate, and on the *Santa Cruz*, *Yaquina*, *Coos Bay* and *Pomona* as mate. In 1892 he was appointed master of the steamer *Point Arena*, and except for a short period has remained in command since.

Johnson, Capt. A., was born in Sweden in 1848. After sailing on the Atlantic for about ten years, he came to the Pacific Coast in 1875, a year later joining the schooner *Lottie Collins*. In 1880 he received his first command, a small schooner, and was afterward on the schooners *Western Home* and *Ida McKay*, sailing the latter since February, 1890.

Johnson, Albert, master and pilot, Seattle, Wash., was born in New York. He has been on the Pacific Coast since 1881 and was one of the crew of the steamship *Mississippi* when she burned at Seattle.

Johnson, Alfred, mate, San Francisco.

Johnson, Andrew, mate on sailing vessels, San Francisco, has been engaged on the *R. P. Rithel* for the past three years.

Johnson, Andrew, Portland, Or., pilot of United States steamer *Cascades*.

Johnson, Capt. August, New Westminster, B. C., was born in Sweden in 1865 and commenced the marine business as a seaman out of European ports. He came to the Pacific Coast in 1887, was first on the Government snag boat *Sampson* and afterward on the steamship *Active*. He was for two years in command of the steamer *Clara Young*, and for the past three years has been master of the *Winnifred*.

Johnson, August, mate on sailing vessels, was born in Denmark in 1866. He has been engaged in the coasting trade four years.

Johnson, Capt. August, was born in Sweden in 1864. His first marine work was on the lakes of his native country, where he was engaged for two years and then entered the deep-water service, sailing in various parts of the world. He came to the Pacific Coast in 1881 and joined the schooner *Lizzie Madison*. In 1886 he was second mate on the steamer *Whitesboro* and afterward first officer on the steam schooners *Alcatraz*, *Noyo*, *Julia H. Ray* and others. For the past four years he has been master of the *Whitesboro*.

Johnson, Benjamin, mate, Hoodport, Wash., was born in Norway in 1849 and has been running on the Pacific Coast since 1870, most of the time on sailing vessels. He has served on the bark *Samoset*, ships *Belvidere*, *Western Shore*, *Warhawk*, and many other well known vessels. He was one of the crew of the *General Cobb* when she was wrecked near Clayoquot Sound.

Johnson, C., San Francisco, master of schooner *Charles R. Wilson*, has been sailing on the Pacific Coast since 1881.

Johnson, Charles, mate and quartermaster, was born in Norway in 1854. He has been sailing on the Pacific Coast since 1877 and at present is in the employ of the Canadian Pacific Navigation Company.

Johnson, E., steward on coasting sailing vessels since 1866.

Johnson, Edward, steward, San Francisco

Johnson, Edward, mate, Seattle, Wash., commenced steamboating on the Sound in 1888 on the *Henry Bailey*.

Johnson, Ernest, ship-carpenter, San Francisco, has been on coasting sailing vessels for over twenty years. He was last on the bark *Oregon*.

Johnson, Fred, mate, began steamboating on the Sound in 1874 on the *Celilo*. He has since run on most of the Puget Sound tugs, and has recently been on the *Richard Holyoke*.

Johnson, Fred M., San Francisco, master of steam coasters, has been in the Northwestern trade since 1885.

Johnson, Capt. G. Gardner, Vancouver, B. C., secretary of the Pilot Board and agent for Lloyds, was born in Scotland in 1857 and commenced his marine service out of Liverpool about twenty years ago. He came to Vancouver in 1885 and has held his present position for the past nine years.

Johnson, George, mate and second mate, San Francisco.

Johnson, George H., mate on sailing vessels, has been in the trade out of San Francisco for eighteen years. He was mate on the ship *Oncida* when she was wrecked in Alaska in April, 1890, and for several years has been mate on the *S. C. Allen*, running to Honolulu.

Johnson, Capt. H. A. K., was born in Norway in 1856 and came to Astoria in 1867. He was first connected with the bar tug *Columbia*, at the mouth of the river of that name, for four or five years, and then went to Gray's Harbor, where he joined the tug *Ranger*. He has since been engaged on the tugs *Traveler* and *Printer*, being at present master of the latter.

Johnson, Henry M., Vancouver, B. C., fourth officer of steamship *Empress of China*.

Johnson, Henry S., engineer, was born in New York in 1836 and began his marine career on the Great Lakes. He came to the Pacific Coast about 1871 and began running out of San Francisco. He started north on the *Diana* on the trip when she was wrecked near Cape Plattery. Mr. Johnson has since spent most of his time on the Columbia River, where he has been engineer on a number of steamers.

Johnson, Capt. Hiram B., Tillamook, Or., was born in Oregon in 1861. He commenced steamboating in 1885 on the *Juno* on the Umpqua River, and afterward removed to Tillamook, where he has charge of the steamer *General Garfield*.

Johnson, Capt. Jens, was born in Norway in 1855 and has been sailing on the Pacific Coast since 1886. He was on the schooner *Fanny Dutar* when she was run down by the steamer *Zambesi* in 1892, and recently has had charge of the schooner *C. H. Holmes*.

Johnson, Joseph, steward, San Francisco.

Johnson, Joseph, engineer, was born in Salem, Mass., in 1854, and has been connected with the marine business since 1872. His first work on the Pacific Coast was on the *R. P. Kithel*. He has since been connected with a number of tugs and steamers in British Columbia waters, and has recently served as second engineer on the steamer *Active*.

Johnson, Capt. J. H., was born in Iceland in 1844. In 1864 he came to the Pacific Coast and was first employed on the schooner *Porpoise*, running from Mexico to Alaska and the Sandwich Islands. He has mostly followed deep water and is connected with the three-masted schooner *Peerless* at the present time.

Johnson, L., master of coasting vessels, has been sailing out of San Francisco since 1852.

Johnson, M., San Francisco, master of schooner *Beulah*.

Johnson, Capt. M., was born in Scotland in 1852. He came to the Pacific Coast in 1871 and commenced sailing in the Puget Sound and Columbia River trade. He was one of the crew of the bark *Windward*, afterward served for five years on the schooner *Falton*, and was then given command of the barkentine *John Worcester*, which he sailed for three years, going from her to the bark *Charles B. Kenney*. He afterward commanded the bark *Colusa* and schooners *Aloha* and *Fred E. Sanders*. He has recently been engaged as mate on the schooner *Golden Shore*.

Johnson, Capt. M. J., Seattle, Wash., has been steamboating on Lake Washington for five years, most of the time on the *City of Renton*.

Johnson, Martin S., mate on sailing vessels, San Francisco.

Johnson, Oliver, mate, San Francisco.

Johnson, Capt. P. H., Vancouver, B. C., was born in Sweden in 1862. He began sailing in deep-water ships in 1877, came to the Pacific Coast five years later, and joined the steamer *Leonora*. He was master of the *Leonora* and other steamers owned by the Union Steamship Company for several years, having command of the *Cutch* for three years. In January, 1894, he chartered the tug *Lois*, which he has since operated.

Johnson, Theodore, mate on sailing vessels, San Francisco.

Johnson, W. J., Portland, Or., master of steamer *Dallas City*.

Johnson, Capt. W. R., Seattle, Wash., was born in Sweden in 1863 and has been connected with the marine business on Puget Sound since 1882.

Johnston, Herbert W., engineer, Vancouver, B. C., was born in Ontario in 1869. His first marine work in the Northwest was on the steamer *Glad Tidings* in 1887. He has recently been engaged on the tug *Glide*.

Jones, C. D., mate and master of sailing vessels, Astoria, Or.

Jones, E. L., Nanaimo, B. C., steward of ship *McNear*.

Jones, E. Westly, Portland, Or., steward of steamers *Northwest* and *Kellogg*.

Jones, Frank A., engineer, was born in Delaware in 1865 and began his marine service in the East, coming to San Francisco in 1876. Since arriving on the Coast he has worked in various capacities on the steamships *Grenada*, *City of Panama*, *Idaho*, *Los Angeles*, *City of Chester*, *Cosmopolis* and *North Fork*, running as chief of the latter vessel for six years and nine months. In 1892 he was elected president of the Marine Engineers' Association, and was elected as representative of that organization at its national conventions in 1893, 1894 and 1895.

Jones, Capt. H. R., Vancouver, B. C., was born in London in 1857 and commenced his marine career as a midshipman, serving four years and a half in the East India trade. He was afterward master of a propeller running out of Calcutta, and served as master in various parts of the globe until 1886, when he came to Vancouver. He has since been engaged on the steamers *Maude*, *Mamie*, *Tepic* and *Sprall's Ark*.

Jones, Herbert E., mate and master of sailing vessels, was borne in Maine in 1859. He has been sailing north from San Francisco on the *Sterling*, *A. G. Ropes*, *Etwell* and others, and has also been employed as master of the *Arkwright* and *Carondelet*.

Jones, James A., engineer, was born in Delaware in 1847. He was for many years trial engineer in the employ of William Cramp & Son of Philadelphia, coming out on one of their steamers in 1876. On his return he took charge of the engines of the *State of California*, which he brought to the Coast, and with which he remained as trial engineer for six months. He died in Philadelphia in 1886.

Jones, John, Eugene, Or., steward of steamer *Eugene*.

Jones, Richard N., mate of ship *Bundaleer*, was born in New York in 1851. He has been on the Pacific Coast since 1871, most of the time coasting in the coal and lumber trade.

Jones, Capt. Robert, Marshfield, Or., was born in Virginia in 1867. He commenced his marine service on the steamer *Coos* in 1882. He afterward served on nearly all the Coos Bay steamers, running as master of the *Butcher Boy*, *Millon* and *Cumtux*, and is still in command of the latter.

Jones, Samuel, second mate and mate, ship *Two Brothers*.

Jones, William L., engineer, was born in England. He came to America in the early sixties, and, after running for a few years on the Great Lakes, came to this Coast in 1869. After working ashore for a short time he went to South America, and on returning worked as fireman on a number of steamships running out of San Francisco. In 1880 he entered the employ of Goodall, Perkins & Co., remaining with them seven years and working up to the position of second assistant. He was then first assistant on the steam coaster *Rival* for two years, *Alcazar* one year, and for the past three years has been chief engineer of the steam schooner *Tillamook*.

Jorgensen, A. N., mate on sailing vessels, San Francisco.

Jorgensen, Capt. N. F., was born in Denmark in 1859. He commenced sailing on the Pacific Coast on the bark *Templar* in 1884, and for the past four years has been master of the schooner *Glen*.

Jorgensen, P., San Francisco, master of schooner *Transit*, came to the Pacific Coast in 1869 and has served as master on coasting schooners for over twenty years.

Jorgensen, Capt. P. J., was born in Norway in 1860. He commenced steamboating on Puget Sound on the *Messenger* in 1888 and was afterward on the *Otter*, *Quickstep* and *Glide*.

Jorgensen, Capt. R., San Francisco, has been sailing in the coasting trade out of the Bay City since 1889. He is at present connected with the schooner *Eddy*.

Jorgensen, Capt. W., was born in Denmark. He came to the Pacific Coast in 1863, began sailing between San Francisco and Puget Sound ports, and has continued in the trade since. At present he is master of the bark *Alexander McNeill*, and when ashore resides at San Francisco.

Jorgensen, W., steward, San Francisco.

Joslyn, Charles S., purser, was born in New York in 1839. He began running out of San Francisco in 1874 on the side-wheeler *Alaska* to China, was on the *Great Republic* in the same trade, and on the *City of New York*, operating to Australia. He also served on the *Colima* and *China* on the Panama route, and on the *Victoria*, *George W. Elder*, *Idaho* and *Dakota* to Puget Sound and Victoria. After leaving the northern route he ran on the *Orizaba* and *Constantine* to San Diego. Mr. Joslyn retired from the water a few years ago and is now living at Victoria, B. C.

Kalkstein, H., steward, San Francisco.

Kalstrom, Capt. Charles E., Port Townsend, Wash., was born in Francisco in 1862. He began his marine career in the Northwest on the United States revenue cutter *Oliver Wolcott* in 1880. He left her at Port Townsend several years ago and has since had charge of a number of small steamers, the last of which was the *Garland*.

Kane, John E., engineer, Portland, Or., was born in New York City in 1864. He has been engaged in the marine business for about twelve years.

Karr, C. J., Hoquiam, Wash., master of steamer *Toiwo*.

Keay, Alexander, Everett, Wash., agent of steamer *Mabel*.

Keen, W. A., engineer, San Francisco.

Kelly, John, engineer, was born in England in 1858 and began steamboating on the Fraser River in 1876. He was for a long time on the *Royal City*, afterward on the *Reliance*, and

has recently been employed in the fire department at New Westminster, B. C.

Kemp, W. B., engineer, Vancouver, B. C.

Kendall, Isaac N., Jr., engineer, Sapperton, B. C.

Kennedy, William, mate on Fraser River steamers, was born in England in 1854. He has been engaged on British Columbia steamers since 1881.

Kent, James, engineer, Portland, Or.

Kerr, Alexander, engineer, Edmunds, Wash., was born in Illinois in 1859. He commenced steamboating on the Sound in 1887, and has served on the *Ferndale*, *Virgil T. Price*, *Tyce* and other steamers. He is at present connected with the *Vigilant*.

Keyes, E., mate on sailing vessels, was born in New Brunswick in 1861. He has been on the Pacific Coast since 1879 and is at present second mate on the *Oregon*.

Kidston, Capt. William, San Francisco, was born in Nova Scotia in 1862. He began sailing out of San Francisco on the steamship *Grenada* in 1882, first on the Panama route. He was afterward on the steamships *San Jose*, *Colima*, *City of Sydney*, *Australia* and *City of Tokio*. He ran north on the *City of Topeka* in the service of the Pacific Coast Steamship Company, and after leaving them was with the steamers *Farallon*, *Lakme* and *Emily*. Captain Kidston has recently been connected with the steamers *Progreso* and *Homer*.

Kildall, Joseph, Whatcom, Wash., manager of the Bellingham Bay S. & T. Company, was born in Norway in 1865. His first marine experience on the Pacific Coast was on the *May Queen* in 1882.

Kildall, Peter C., master and pilot, New Whatcom, Wash.

Killman, Capt. D. O., was born in Maine in 1860. He commenced sailing out of San Francisco in 1883 on the *Arkwright*, then going to the *Allanta* and *Emerald*. When the four-masted schooner *Kitsap* was built at Port Ludlow, Captain Killman was given command, making several trips with her between San Francisco and the Sound. About 1886 he took charge of the steamer *West Coast*, going from her to the *Arago*, which he ran in the Coos Bay trade. He left the *Arago* for the new steamer *Julia H. Ray*, in which he purchased an interest, and which was lost at Coos Bay on her second trip. His next vessel was the bark *John Winthrop*, with which he carried supplies to the whaling fleet in the Arctic Ocean. On his return with the *Winthrop* he took command of the steamer *Hattie Gage*, running her to Alaska one season, and the *Gertie Story* on the same route the following year. In 1891 he was given command of the ship *Mercury*, which he sailed for eighteen months, and then joined the barkentine *Catherine Sudden*.

King, Clarence, engineer, Hoquiam, Wash., was born in Illinois in 1864. He began steamboating on the *Quickstep* on the Columbia River in 1882. He has since served on the steamers *Gleaner*, *Favorile*, *Arago*, *Rustler*, *Hunter*, *Cruiser*, *Typhoon*, *Printer* and *Traveler*, and is still connected with the latter.

King, W. H., engineer, Hoquiam, Wash., was born in Illinois in 1866. He commenced steamboating on the *South Bend* in 1884 and has since been employed on Gray's Harbor and Shoalwater Bay steamers exclusively. He is at present connected with the tug *Printer*.

Kingwood, F. S., engineer, Seattle, Wash.

Kinney, M. J., Astoria, Or., has chartered and loaded more deep-water vessels than any other man on the Columbia River. He has a large sawmill and extensive cannery interests, and was one of the first to make wheat shipments from Astoria.

Kittle, W. H., engineer, Victoria, B. C., was born in England in 1849. He served an apprenticeship at Rochester, England, from 1866 to 1871, then engaged in the Chapman dockyard, and for the next seven years was an artificer in the British Navy. He came to the Pacific Coast in 1879, remaining in California until 1884, when he went to Victoria and was engaged for a long time in the Albion Iron Works, afterward serving on the tugs *Hope* and *Lorne*. He has recently been connected with the quarantine boat *Earle*.

Klorborg, N., engineer, Tacoma, Wash., commenced steamboating on the Columbia River in 1881 on the *Willamette Chief*. He soon afterward went to the Sound and has been connected with a number of steamers there. He is at present engaged in the power-house of the Tacoma Street Railway Company.

Klose, C. F., mate on sailing vessels, San Francisco.

Klutmman, Charles, mate on sailing vessels, San Francisco.

Kuaggs, L. C., master and pilot, Kingston, Idaho, was born at The Dalles in 1863 and began steamboating on the *Hassalo* in 1879. He retired from the river several years ago and is now engaged in lumbering.

Knowles, George O., engineer, Seaton, Or., has been steamboating on Coos Bay for about three years.

Knutson, Charles, engineer, Tacoma, Wash., commenced steamboating about 1886 on Puget Sound on the *Bessie* with Capt. Patrick Burns. He was afterward engaged on the *Messenger* and *Mela*, and for the past four years has been engineer on the steamer *Zephyr*.

Knutzen, L. J., master of sailing vessels, has been coasting north from San Francisco for about ten years, serving on the steamers *Cosmopolis*, *Pusadena*, schooners *Eppinger* and *Ruby A. Cousins*. At the present time he is master of the latter, running in the Gray's Harbor lumber trade.

Kramer, F. M., engineer, San Francisco, was born at that place in 1862. His first marine work was on the steamship *Ancon* in 1882. He was afterward running to Australia on the *Zealandia* for three years, and then on the *City of Peking* to China for two years. He subsequently served a year on the *Keweenaw* and a similar length of time on the *Pomona*. At present he is engaged on shore.

Kramer, Frank M., steamship purser, has been engaged on the *Alice Blanchard* and other coasting steamers.

Krebs, Capt. August, San Francisco.

Krohna, Capt. Charles, was born in Hamburg, Germany, in 1840, and came to Puget Sound in 1868. He ran for a short time on the steamer *Resolute*, from her went to the *Politkofsky*, and afterward worked on the steamers *Alida*, *Columbia*, *Blakely* and *Success*, running on the latter for many years. He is at present living at Port Blakely, Wash.

Kruse, Albert O., was born in Clackamas County, Or., his father having been one of the pioneer marine men on the Willamette. He commenced on the snagboat *Corvallis* in 1880, afterward entered the employ of the Kelloggs, where he ran as purser for several years, and has also served as mate and pilot in the same employ.

Kruse, John, shipbuilder, North Bend, Or., was born in Denmark in 1834 and has been in the marine and shipbuilding business all his life.

Kull, J., engineer, San Francisco, commenced his marine service in 1879 as oiler on the steamships *Oregon* and *Columbia*, also running as water-tender on the same vessels. He was then third assistant on the *Santa Rosa*, remaining with her for five years, reaching the position of first assistant, next joining the *Ajax* in the same capacity. He was afterward employed on the *Wilmington* and the steam schooner *Emily*, and for the past five years has been chief engineer of the steamship *Arctata*.

Kummer, Arthur, engineer, was born in Germany in 1852. His first marine work in the Northwest was on the *Mastick* in 1887. He purchased the steamer *Angeles* in 1889, and, after replacing her machinery, ran her for six months and then sold her. He has recently been engaged on the *George E. Starr*.

Lacey, Charles C., engineer, San Francisco, is a native of Delaware. He began running north from San Francisco on the propeller *California* in 1879 and has served on a number of steamships on the same route. He has recently been connected with the steamship *Umatilla*.

Laffin, A. H., master of American ship *Landseer*.

Lakin, Edward C., master and pilot, was born in Portland, Or., in 1854. He began steamboating in 1868 on the *Ranger*, running on the Willamette and Columbia rivers. He is at present master of the steamer *Oswego*.

Lamley, J. H., master and pilot, Astoria, Or.

Lamson, Henry, was born in Massachusetts in 1861. He began his marine service on the San Francisco ferries in 1880. After running there and on the Sacramento River until 1883, he went to Honolulu and was employed on various steamers in the Island trade four years, and then returned and joined a collier as first assistant for nine months. He then left salt water and ran for a short time on the Columbia River steamer *Fleetwood*, subsequently returning to the Atlantic Coast. He came west again a short time ago and is now running as first assistant on the steamer *Tillamook*.

Lancaster, Capt. Richard, was born in Ireland in 1859. He commenced sailing on the coast of Scotland when a boy. He came to the Pacific Coast in 1883 and joined the *R. K. Ham* with Captain Gove. He was afterward mate on the ships *Ericsson*, *Spartan*, and bark *Germania*, bringing the latter vessel to San Francisco during the big gale which wrecked the *Harvey Mills*, the *Germania's* master, Captain Owens, having died the third day out. For the past seven years Captain Lancaster has been sailing the bark *Canada*.

Land, Peter M., master mariner, Nanaimo, B. C.

Laudach, A., mate on coasting vessels.

Landerkin, G. M., engineer, Seattle, Wash.

Laufair, Capt. Robert, was born in New Haven, Conn., in 1836, and sailed on the Atlantic Coast for twenty-five years, a considerable portion of the time in the United States Navy. He came to the Pacific Coast in 1872 and ran as captain of the tug *Alpha* on Coos Bay for two years. He was also on the

Satellite and *Coos* for several years, and ran as first officer on the *Gussie Telfair* for some months. Captain Lanfair retired from the water several years ago and is now living at Bay Center, Wash.

Landgreen, Capt. William, was born in Sweden in 1842 and commenced sailing out of English ports when a boy, remaining there for eight years. He came to the Pacific Coast in 1874 and engaged on a number of coasting vessels for a few years and then again entered the deep-water service. He subsequently returned to the coast and was for five and a half years mate on the barkentine *Wilder*, afterward running for a short time on the steamship *Wilmington*. For the past two years he has had command of the bark *Sonoma*, on which he served as carpenter a dozen years before.

Lane, J. M., master of sailing vessels, was born in Florida in 1860 and has been coasting north from San Francisco for the past six years.

Langfeidt, J. M., second mate, San Francisco.

Langkilde, Andrew, mate on sailing vessels, San Francisco.

Laping, John, mate on sailing vessels, was engaged for several years in the whaling trade. He has recently been in the lumber trade on the schooner *Compeer*.

Larkin, John, engineer, was born in Ireland in 1838. He began his marine career on the Pacific Coast between Panama and San Francisco, afterward running on the China route and to Australia. He went north with the *Great Republic* in 1878, running there for about six months, and then went to Victoria, where he has since resided. He has been employed on nearly all the steamers running out of that port. Before coming to the Pacific Coast, Mr. Larkin was engaged in steamers on the Atlantic, and was one of the few survivors of the steamship *Arctic*, which was lost in 1857, several hundred people perishing.

Larsen, A., mate and master of sailing vessels, was born in Norway in 1858. He came to the Pacific Coast in 1883, and has since been engaged on a number of well known coasting schooners. At present he is on the schooner *Haleyon*.

Larsen, C., Gardiner, Or., master of schooner *J. B. Leeds*.

Larsen, Capt. John L., is a native of Denmark. He came to the Pacific Coast in 1875, and for the past fifteen years has been master of the schooners *Twilight*, *Compeer* and *Norma*, still having charge of the latter.

Larsen, L., Port Angeles, Wash., master of schooner *Ella Johnson*.

Latham, Thomas, bar pilot, Astoria, Or.

Lau, Peter, steward, San Francisco.

Lawson, H. C., engineer, was born in Denmark in 1832. After coming west in 1862, he began running on the steamer *Diana*, and has served on most of the British Columbia boats since, sometimes as chief and again as second engineer. The names of some of the boats whose engines have been in his charge are, *Isabel*, *Otter*, *Sir James Douglas*, *North Pacific* and *Olympian*. Mr. Lawson is now living at Victoria, B. C.

Layton, F. K., Tacoma, Wash., master of steamer *Susie*.

Leabo, Sterling V., engineer, was born in Oregon in 1866. He commenced steamboating on the *Spokane* on Snake River in 1883, and afterward followed his profession on Puget Sound. For the past few years he has been engaged on the steam schooner *Augusta*.

Leake, Capt. Herbert W., Houghton, Wash., was born in Ohio in 1864, and has been running the steamer *Elfin* on Lake Washington since 1889.

Leake, I. W., engineer, Houghton, Wash.

Leale, Capt. W. G., was born on the Isle of Guernsey in 1836. He came to San Francisco in April, 1866, and commenced his career as deckhand on the river steamer *Reform*, rising to the position of master of the steamer *Pioneer*, owned by the same company, in six years. For eight years he was in command of several steamers owned by the California Transportation Company. In 1880 he bought the steamer *Caroline*, which he still owns, as also the tug *Frolic*.

Leathers, Joseph, boatbuilder, Astoria, Or., was born in California in 1859. He learned his trade in San Francisco, came to Astoria in 1881, and built the steamers *Electric*, *Favorite*, *Tonquin*, *Wenona*, *Eclipse*, *R. Miler*, *Queen*, *Sea Foam*, and a large number of sloops and fishing boats.

Leberman, A., Astoria, Or., agent Vancouver Transportation Company and Ilwaco Railway & Navigation Company.

Lee, W. H., master and pilot, Irondale, Wash., was born in Virginia in 1848. He owns the sealing schooner *George W. Prescott*.

Lee, Charles A., engineer, began his marine career in the Northwest as first assistant on the steamer *Elisa Anderson* on Puget Sound, remaining there for fifteen months and then filling the same position on the steamer *Edith* for a year. He was afterward second and first assistant on the steamers *Olympian* and *George E. Starr*, then went to San Francisco,

and, after making a few trips as water-tender on the *San José*, joined the steamer *Ajax* as second assistant. He has since served as first assistant on the steamers *Navarro*, *Jewel* and *Protection*, being at present connected with the latter.

Lee, James, master and pilot, Portland, Or.

Lees, Archwood, engineer, was born in Scotland in 1858 and commenced the marine business in the Mediterranean trade when a boy. His first experience in the Northwest was on the steamer *R. P. Rithel* at Victoria. He has recently been engaged as second engineer on the tug *Lorne*.

Lehnars, Carl, chief engineer of tug *Fearless*, was born in Germany in 1851. He began his marine career on the Pacific Coast in 1872 on the steamer *City of San Francisco*. He was afterward on the *City of Sydney* for six years, then on the *City of New York* three years, *Mariposa* three years, tug *Relief* four years, and the *Fearless* since she was built, the latter being the only vessel on which he has run in the Northwest.

Leighton, Anthony, Astoria, Or., first officer of United States steamer *Columbine*.

Leighton, Harmon, mate, Seattle, Wash., was born in Maine in 1867 and has been steamboating on the Sound since 1889. He has also served as master of the steamers *Josephine*, *Hornet*, *Edna* and *Della*.

Leimond, Percy, mate, Port Blakely, Wash., is a native of Maine. He commenced steamboating on the *Addie* in 1886 and has recently been engaged on the *Sarah M. Renton*.

Lenout, Grant E., engineer, Seattle, Wash.

Leonard, A. F., retired master of sailing vessels, is now living at Port Townsend, Wash.

Lermond, C. G., engineer, was born in Maine in 1858. He commenced his marine service on the Pacific Coast in 1880, serving as oiler on the steamships *George W. Elder*, *Willamette* and *Oregon*. He was afterward engaged as third and second assistant on the steamships *San José*, *City of New York* and *Mendocino*, and for a short time first assistant on the *Columbia* and *Farallon*. He has since been running as chief of the steamers *Albion*, *Daisy Kimball* and *Protection*, and is still connected with the latter.

Lermond, Parker, mate, Port Townsend, Wash., was born in Maine in 1869. He spent five years in the deep-water service, came to Puget Sound in 1887, and has been steamboating there since.

Leube, H., mate and master of sailing vessels, was born in Saxony in 1860. He has been sailing on the Pacific Coast since 1880, and has served as first and second mate on a dozen of the best known coasters. For the past year he has been mate on the bark *Palmyra*.

Lewin, Walter, fourth assistant engineer of the *Empress of India*, came to the Pacific Coast with her and has remained with the steamship since.

Lewis, Capt. Edward, was born in Massachusetts in 1836. He has been in the marine business for thirty-six years, twenty of which were spent as master of the bark *Carrollton*, which he still commands. He took charge of the vessel when she was built, and, after sailing her to various parts of the world, brought her to the Pacific Coast in 1886, sailing her in the Nanaimo coal trade most of the time since.

Lewis, Henry T., Vancouver, B. C., agent of Pacific Coast Steamship Company.

Lewis, T. P., engineer, Bandon, Or., was born in Boston in 1857. He began in the marine business in 1878 on the tug *Katie Cook* on the Coquille River. He was afterward engaged on the Columbia River and at San Francisco, most of the time on tugboats, and has recently been connected with the tug *Triumph* on Coos Bay.

Lewis, Capt. William T., was born in Canada in 1844 and has been sailing in the merchant service since 1858. He first came to the Pacific Coast in 1880 and has recently been engaged in the Nanaimo coal trade with the ship *Undaunted*, the vessel with which he brought the first cargo of tea that crossed the continent by way of the Canadian Pacific Railway. For the past twenty years Captain Lewis has been accompanied by his wife on all of his voyages.

Le Vake, Anson L., engineer, was born in Cleveland, Ohio, in 1848. He has been in the marine service for nearly thirty years, most of the time on the Great Lakes in the revenue service and on passenger steamers. He came to Puget Sound in 1888 and has since been employed on a number of Sound steamers.

Levens, Capt. T. F., Warrendale, Or., was born in Illinois in 1851. He began steamboating on Puget Sound in 1870 as deckhand on the steamer *Gem*, afterward came to the Columbia and ran on the steamer *Oneonta*, and was mate on the steamer *Otter* for a short time. He then entered the employ of the Government at Cascade Locks, running the launch there for a short time, when he left the water for about ten years. He recently bought the steamer *Lelo*, the smallest passenger vessel

registered at the custom-house, and is still running her at the Cascades.

Leverett, James P., Grant's, Or., master of steam ferry-boat *Nellie*.

Levison, H., master mariner, San Francisco, was born in Denmark in 1858. He came to the Pacific Coast in 1879 on the Hamburg bark *John Henry*, which foundered off the California coast, eight of the crew losing their lives. Levison and the others reached San Diego in a small boat, one of their number dying on the way. Captain Levison's first command was the steamer *Newsboy*, going from her to the *Protection*, which he handled for five years. For the past two years he has been master of the steamer *Noyo*.

Levy, C. H. N., Vancouver, B. C., second steward of steamship *Empress of China*.

Lichtwerk, Capt. Charles, Marshfield, Or., was born in Germany in 1847 and followed the marine business for thirty-two years in various parts of the world. He came to Coos Bay in 1885 and purchased the steamer *Bertha*, which he operated for six years. He was afterward part owner of the steamer *Express*, which he ran for one year, and then purchased the *Maggie H. Varro*, which he is still running.

Lightner, Clyde C., Coos Bay, Or., engineer of steamer *Cumtux*, has also been engaged on the steamers *Milton*, *Varro* and *Antelope*.

Lilly, W. H., purser, New Westminster, B. C.

Linbridge, Robert, master mariner, Berkeley, Cal., has been sailing out of San Francisco since 1858, except at intervals when he was in the deep-water trade and for a short time on the Amazon River.

Lindeboom, John, mate, Eureka, Cal.

Lindquist, Charles E., San Francisco, master of steamer *Kotic*, has been employed on the Pacific Coast since 1880, most of the time in the service of the Alaska Commercial Company.

Lindsey, George R., engineer, Eureka, Cal., was born in Scotland in 1843. He came to the Pacific Coast in 1868. In 1882 he went to Eureka, and in 1889 to Puget Sound as first assistant on the steamer *Point Arena*. He was afterward on the steamers *J. R. McDonald*, *Haitian Republic*, *Yaquina*, tug *Wanderer*, steamships *Willamette*, *Los Angeles* and *Humboldt*, serving as second and first assistant.

Lindstrom, Albin, Kelso, Wash., master ferry-boat *Alice V.*

Linn, T. J., master mariner, Vancouver, B. C., was born at New Westminster in 1860 and has been engaged in steamboating and running in the coasting trade north since a boy.

Little, John R., Blaine, Wash., has run as mate on the sloop *Minnie*, schooners *Sallie* and *Beatrice*.

Lochart, George N., engineer, San Francisco, was born in Philadelphia in 1859 and has been on the Pacific Coast since 1883.

Lofgren, San Francisco, mate of schooner *Orion*.

Logan, Capt. S. A., Newport, Or., was born in Indiana in 1839. He purchased the steamer *Benton* on Yaquina Bay about 1884, operating her for about seven years. He then went to the *Walluski* and afterward served on the *Volantia*.

Lohoran, William, surfman Gardiner Life-saving Station.

Loll, E., was born in Germany in 1860. He has been sailing on the Pacific Coast since 1879, running as mate on several well known coasters and afterward as engineer and master on a number of small steamers on Coos Bay and the Columbia River. At present he is living at Marshfield, Or.

Lollia, Mortimer, engineer, was born in Illinois in 1864. He commenced steamboating on Yaquina Bay in 1884 on the steam launch *Eureka*, and has since served on the steamers *Kate* and *Anna*, *Cleveland*, *General Wright*, *Mischief*, *Tressie May*, *Yaquina City*, tugs *Robarts* and *Wallowa*. He has recently been engaged on the coasting steamer *Harrison*.

Loomis, Edward C., mate and master, was born in St. Johns, Or., in 1865. He has been steamboating since 1884 and has run as master of the steamers *Irulda*, *Manzanillo* and *City of Frankfurt*.

Lord, W. R., engineer, Lulu Island, B. C., was born in Seattle, Wash., in 1866, and is a brother of Harry Lord, a well known Columbia River engineer. He commenced his marine service as second assistant on the steamer *General Canby*, and was afterward on the British Columbia steamers *Emma*, *Elta*, *White* and other Fraser River boats, alternating his steamboat work with business in connection with the canneries.

Lorenson, Capt. Ludwig, San Francisco, has been sailing on the Pacific Coast since 1882 and has recently had charge of the schooner *Compeer*.

Lorenz, Capt. Edward, Tacoma, Wash., was born in Germany in 1866. He commenced steamboating in 1884 on the *Sophia*, which was built by his father and operated by the family until 1890. With his brother, C. O. Lorenz, he now owns the steamers *Typhoon* and *Meta*.

Lott, Harry, master and pilot, was born in England in 1856. He has been steamboating on Puget Sound since 1879 and is at present running the steamer *Angeles*.

Lounsbury, G. W., agent of the Oregon Railway & Navigation Company at Astoria, Or., has been in their employ fourteen years.

Loveland, Capt. A. R., Seattle, Wash., was born in Hartford, Conn. He has been steamboating on Puget Sound since 1885.

Low, J. A., engineer, San Francisco.

Low, Robert, second assistant engineer of steamship *Empress of China*, was born in Scotland in 1851. He served an apprenticeship at William King & Company's at Glasgow, and then went to Singapore, where he joined the Netherlands & India steamship line as fourth assistant engineer. He served on steamship lines in various parts of the world, running for six years as chief of the *Yang-tse*. In 1887 he came to the Pacific Coast with the *Parthia*, serving on her as chief engineer.

Ludlow, J. R., engineer, was born in San Francisco in 1866. His first work on Puget Sound was on the steamer *Lillie* on White River. He was afterward on the *Evangel*, *Rip Van Winkle*, *Eliza Anderson*, *Susie*, *Edna*, *Discovery*, *Olympian*, *Brick*, *Enterprise*, *Hermoso*, *Holyoke* and *Tyee*, still being connected with the latter. He has also followed his calling on the Gulf of Mexico and the Mississippi River.

Lund, Charles W., Bandon, Or., master of schooner *Free Trade*, was born in Finland in 1850. He came to this Coast in 1878 and a few years later was appointed master of the schooner *Free Trade*. He left her for the steamer *Bandorille*, but returned a short time ago to the *Free Trade*, which he has since commanded.

Lundquist, Capt. Charles, San Francisco, was born in Norway in 1804. He began sailing out of San Francisco in 1883 on the ship *Occidental*. After running as mate on several coasters he was given command of the schooner *John G. Eppinger*. He was afterward on the schooners *Sacramento* and *Marietta*, and for the past two years has been master of the steamer *Albion*.

Lunvaldt, Hans J., master in the coasting trade between San Francisco and northern ports, has been running on that route since 1873. He has commanded the schooners *Ocean Spray*, *Hayward* and *Vesta*, being still in command of the latter.

Lupp, F., master, San Francisco, was born in Germany in 1842.

Luttrell, Capt. J. F., was born in California in 1858. He commenced his marine service in 1877 as watchman on the steamship *Alaska*, was soon afterward promoted to the position of purser, and in that capacity served on the steamships *Orizaba*, *Senator*, *Idaho*, *Mexico*, *George W. Elder*, *Eureka*, *Los Angeles*, *Queen of the Pacific*, *Corona*, *City of Chester* and others. In 1890 he was given command of the bark *Helen W. Almy*, of which he has since had charge.

Lyle, Thomas, mate, Port Madison, Wash.

Lyles, George W., shipbuilder, Aberdeen, Wash.

Lyng, John, mate, Tacoma, Wash., was born in Norway in 1864 and has been steamboating on the Sound for eight years.

MacGill, Robert, engineer, was born in Scotland in 1851. He was in the deep-water trade and on the Suez Canal for several years. Since coming to British Columbia he has been connected with the *R. P. Rithel*, *Mogul* and other steamers.

MacLarty, John, engineer, New Westminster, B. C., was born in Glasgow, Scotland, in 1858. He served an apprenticeship of six years and then joined the Allen steamship line. He was afterward engaged on steamships running in the African, Australian and China trade, and came to Vancouver in 1889 on the tug *Tipic*. He was subsequently on the tugs *Mamie*, *Belle* and *City of Nanaimo*, and worked for a year as seventh assistant engineer on the steamship *Empress of Japan*.

Madison, Capt. Charles, Seattle, Wash.

Madsen, C., master of sailing vessels, San Francisco.

Magnessen, K., mate, was born in Norway in 1857. He commenced sailing on the Pacific Coast in 1875, his first vessel being the brig *Tanner*. At present he is on the schooner *Falcon*.

Magune, Capt. F. R., was born in Rockport, Me., in 1854, and began sailing out of Atlantic ports when a boy. After following his calling in various parts of the world, he commenced coasting north from San Francisco in 1882. He was for a long time on the barkentine *Makah*, and for the past few years has been master of the ship *J. B. Brown*.

Mahan, W. J., engineer, Hoquiam, Wash., was born in Missouri in 1868. He commenced steamboating on the Gray's Harbor tugs in 1888 and has recently been engaged on the *Printer*.

Malmquist, Frank, purser, Portland, Or., was engaged for five years in the deep-water service in various capacities, and for the past twelve years has been employed on the Columbia River, running as purser in the employ of Jacob Kamm since 1887.

Maloney, Capt. George, Yaquina, Or., has had a marine experience of twenty-eight years on the Eastern coast, but since his arrival on the Pacific Coast he has not engaged in the business.

Mann, Frank, engineer, was born at Wichita, Kan. He commenced steamboating on Puget Sound in 1885 and is at present engaged on the steamer *Evangel*.

Manning, John A., mate, began steamboating on the upper Columbia in 1879, remaining there until 1883, when he went to Puget Sound. He was afterward connected with a number of well known steamers on the Sound and at Victoria. He is at present employed on the city dock at Seattle.

Manshardt, A., engineer, was born in San Francisco in 1870. He entered the Empire Iron Works of that city in 1884, working there four years, and then for a year in the Southern Pacific Railroad Company's shops. He then ran as oiler on the steamers *Coos Bay*, *City of Puebla* and *Walla Walla*. He received his license as third assistant in 1891, and ran for a short time on the tugs *Violet* and *Augusta* on Puget Sound. He afterward served as electrician and second assistant on a number of coasting steamers, and at the present time is first assistant on the steamer *Newsboy*, running to Coos Bay.

Mauter, Charles C., mate on tugboats, Port Townsend, Wash., was born in Massachusetts in 1864 and came to Puget Sound in 1887.

March, L., mate on sailing vessels, was born in Boston in 1869. He has been coasting out of San Francisco for the past fifteen years, and has recently been employed as first officer on the ship *J. B. Brown*.

Marcuseu, A., mate, New Whatcom, Wash., commenced steamboating in the Northwest on the *Yakima* in 1886.

Marden, H. H., pilot, Victoria, B. C., was born in Maine in 1853. He began his marine career as deckhand on the Columbia River in 1881. He was afterward steamboating on Gray's Harbor and Puget Sound, running as mate on the tugs *Sea Lion* and *Mogul* for several years. In 1889 he received the appointment of pilot in the Victoria district.

Marden, Capt. T. N., was born in Maine in 1849 and began his marine career on the Atlantic Coast on the ship *Nevada*. He made several trips to the Pacific Coast before locating here, coming out in 1873 as mate on the ship *Ringleader*. While here he joined the ship *Roswell Sprague*, then in command of Captain Keller. He also made a coasting trip in the bark *Montana*, then returned overland to the East, coming out a few years later as master of the bark *Don Nicholas*, which he sailed in the coasting and Australian trade for nearly five years. He then took command of the ship *Guardian*, where he has remained for the past eight years.

Marianhoff, H. B., Hoodport, Wash., mate and pilot, ran in the coasting trade as mate on sailing schooners for nearly fifteen years. He has also been mate and pilot on a number of small Sound steamers.

Marmont, Capt. T. A., Whatcom, Wash., was born in England in 1843 and has followed the marine business in various parts of the world for over forty years, serving on the Atlantic Coast, Great Lakes and the Mississippi River. He was in the United States Navy under Admiral Farragut in the North Atlantic squadron during the Civil War. He came to Seattle in 1883, served first as mate on the *Evangel*, and was afterward captain of the jobbing steamers *Lone Fisherman* and *Saranac*. He has recently been engaged on the steamer *Brick*.

Marmont, W. A., engineer, has served on the *Saranac*, *Advance*, *Triumph* and *Brick*.

Marsh, John J., Seattle, Wash., mate of tug *Portland*.

Marsh, Joseph, steward, Ballard, Wash.

Marshall, Capt. Oswald P., Vancouver, B. C., commander of Royal Mail steamship *Empress of India*, was born in Surrey, England, in 1857. He has followed the sea since 1870, serving for many years in the British Navy. He came to the Northwest with the *Empress of India* and has remained in command since.

Martin, J. W., steward, has been running in the coasting and Sound trade since 1876. He was on the *Dakota* and a number of other well known steamships, and has recently been employed on the steamer *Rosalie*.

Maseny, E., master and pilot, Astoria, Or.

Mason, E. E., mate, Hoodport, Wash., was born in New York in 1862. He began steamboating in 1877 on Puget Sound on the *Goliath*. He has run in different capacities on nearly all the Sound steamers.

Masterson, Peter, engineer, San Francisco, has run north on the steamer *Protection* and others.

Mathews, Charles, pilot, Semiahmoo, Wash., has served on the steamers *Seattle*, *Annie M. Pence*, *Chinook* and *Puritan*.

Mathieson, Capt. Frederick R., was born in San Francisco in 1866. He began sailing out of that port on the bark *W. H. Dimond* in 1882 and has recently been engaged on the *Dominion*.

Mauzey, Wallace, Tacoma, Wash., agent of the Columbia River & Puget Sound Transportation Company, has been connected with the marine business in the Northwest for thirty years.

Maxwell, Walter B., purser, Seattle, Wash., was born in Canada in 1868. He has been engaged on the Sound since 1888, serving on the *J. R. McDonald*, *Utopia* and other steamers.

May, Capt. Thomas, was born in Maine in 1848 and has been engaged in the marine business since he was fourteen years of age. He commenced steamboating on Puget Sound in 1884 on the *Willie*, and for the past few years has been running as master of the steamer *Multnomah*.

McArthur, W. R., Vancouver, B. C., third assistant engineer of steamship *Warrimoo*.

McCabe, William, stevedore, Tacoma, Wash.

McCahall, Michael, wharfinger, Victoria, B. C., has been engaged in the marine service on the Pacific Coast for twenty years.

McCallum, John, engineer, New Westminster, B. C., was born in Ontario in 1837. He came to the Pacific Coast in 1890, fitted up the steamer *Bon Accord*, and ran on her for a short time. He then joined the steamer *Earle* of Vancouver, and was afterward on the *Belle* and *Gladys*.

McCarthy, John, engineer, was born in Ireland in 1856. He commenced his marine service in 1881 on the steamship *Walla Walla*. He served on a number of coasting steamers as second and first assistant and as chief of the steamer *Protection* for a year. For the past eighteen months he has been chief of the steamer *Noyo*.

McCarthy, Patrick, second officer on coasting steamships, has been engaged on the *Costa Rica* and *Wellington* since 1888.

McClees, T. C., ship-carpenter, Ballard, Wash.

McClellan, Anthony, engineer, Vancouver, B. C., commenced steamboating in the Northwest in 1887 on the *Leomora* and has recently been engaged on a number of British Columbia tugs.

McClellan, Samuel, purser, Fairhaven, Wash., has been connected with the steamboat business since 1872. For the past few years he has been in the employ of the Pacific Navigation Company.

McClure, C. D., Portland, Or., lampist United States Lighthouse Department.

McColgan, Dennis, engineer, was born in Maine in 1846. His first marine work on the Pacific Coast was on the tug *Fearless* in 1887 on Coos Bay. He has since served as chief of the steamers *Venture*, *Point Arena* and *Scotia*, and as first assistant on a number of others.

McConalogue, James, engineer, Port Townsend, Wash., was born in Ireland in 1850 and has been engaged in the marine business for twenty eight years. He came to Puget Sound on the *Sea Lion* in 1888 and is still remaining with her as chief engineer.

McConnell, Stewart, mate, Astoria, Or.

McConnell, Alexander, engineer, Seattle, Wash., was born in Ireland in 1869. He commenced steamboating in 1888 on the tug *Belle* at Victoria and has recently been engaged on the *J. E. Boyden* at Seattle.

McCorkle, A. M., engineer, was born in Indiana in 1853. He began running on Puget Sound in 1874 on the steamer *Chehalis*, and afterward served on the steamers *Addie*, *Comet*, *Gem*, *J. B. Libby*, *Despatch*, *Alida*, *Annie Stewart*, *Otter* and others. He is at present living in Seattle, Wash.

McCulcheon, Robert, steward, Seattle, Wash., has been connected with the *North Pacific*, *Emma Hayward*, *Olympian*, and other Puget Sound steamers. He was on the *Eastern Oregon* when she burned at Olympia.

McCulloch, H., mate and pilot, Portland, Or.

McCullough, Allen, engineer, was born in San Francisco in 1857. He began his marine career on the steamship *Colima* and was afterward on the steamers *City of Sydney*, *Grenada* and *Wilmington*, and then engaged in tugboating on San Francisco Bay and the coast for three years. He was next on the steamship *Alexander*, with which he went to Siberia, and on his return joined the steamship *Walla Walla*, running with her to the Sound for three years. He then went to the tug *Relief*, on which he has been serving on the Columbia bar.

McDonald, G. P., master of coasting vessels, was born in St. John's, New Brunswick, in 1864. He has been sailing north from San Francisco since 1885.

McDonald, Capt. Henry H., was born in Nova Scotia in 1857. His first marine work in the Northwest was in the tug-boat service at Gray's Harbor in 1883. From there he went to Puget Sound, where he has been connected with a number of steamers, and is at present master of the *Clan McDonald*.

McDonald, Stephen, freight clerk and purser, Portland, Or.

McDowdall, Matthew, engineer, Gig Harbor, Wash., was born in Scotland. He commenced steaming in the Northwest in 1888 on the Columbia River and has recently been engaged on the steamer *Laurel*.

McDowell, Samuel A., engineer, was born in Belfast, Ireland. He served an apprenticeship at that place and afterward worked in the Barrow shipyard four years. He came to British Columbia in 1883, and, after working ashore for three years, joined the steamer *Alaskan* on the Stickeen River. He has since served on the steamers *Alice*, *Spitfire*, *Western Slope*, *Cariboo and Fly*, *Telephone*, *Saturna*, *Iona*, *Elta White* and *Senator*.

McFarlane, M. F., master and pilot, Portland, Or.

McPeely, Charles, engineer, was born in Ireland in 1864. He has been engaged as third and second assistant on the steamers *Corona*, *Eureka*, *Los Angeles* and others. He is at present connected with the *Noyo*.

McGirr, William, Nanaimo, B. C., purser of steamer *Cutch*.

McGraw, John, engineer, Victoria, B. C., was born in England in 1851. He came to the Northwest in 1888 and has recently been engaged as chief of the *Maude*.

McGregor, Capt. A. H., was born at Niagara Falls in 1853. He began sailing out of New Bedford on a whaler when a boy. He came to the Pacific Coast on the *Three Brothers* in 1874, remaining with her for two years, until she was crushed in the ice at Point Barrow. He was next on the barks *Rainbow*, *John Howland*, *Fleetwing* for one year each, and the barks *Ocean*, *Louisa*, *Atlantic* for two years each, having command of the latter. In 1884 he entered the employ of the Pacific Steam Whaling Company on the steam whaler *Orca*. A year later he was given command of the whaler *Nero*, where he remained for three years, and then took charge of the *Orca*, remaining with her up to the present time. The vessel while in his charge made the largest catch in 1890 ever taken in the Arctic Ocean, the net proceeds of the voyage, after paying off the crew, amounting to \$175,000.

McGrovey, Thomas, engineer, San Francisco, has been running north from that port in the steamship service since 1880. He has recently been connected with the *Farallon*.

McGuire, E. T., engineer, Vancouver, B. C., was born in New Brunswick in 1869. After an experience of several years on tugboats he came to the Pacific Coast in 1888, joining the tug *Active* as second assistant. He was afterward chief of the *Earle* and *Velos*, going from the latter steamer to the *Empress of Japan*, where he worked as seventh assistant for a year and a half, then leaving her to go on the *Islander* and subsequently the *Cutch*. At present he is chief of the tug *Comet*.

McGuire, W. W., engineer, Victoria, B. C., was born in St. John's, New Brunswick, in 1866, and has been in the marine business for eleven years. He made one voyage to the Arctic Ocean on the steam whaler *Narwhal* from San Francisco and has since been engaged on the tugs *Lorne* and *Hope*.

McGurre, R., engineer, Vancouver, B. C., was born in St. John's, New Brunswick, in 1841. His first marine work was on the steamer *Hercules*, of which he was part owner, out of his native city. On coming to British Columbia he constructed the machinery for the *Active*, *Nelson* and several other steamers.

McInnes, James D., engineer, New Denver, B. C., was born in Cape Breton in 1866 and commenced his marine service running between Montreal and the West Indies. On coming to Victoria in 1888 he was engaged on the *Cariboo and Fly* and other steamers running north from that port. In 1894 he was engineer on the steamer *W. Hunter*, the only steamer on Slocan Lake.

McIntosh, Capt. Daniel D., was born in Scotland. Twenty-seven of the forty-five years he has spent on the water have been passed on the Pacific Coast. He built the schooner *Champion*, the second vessel constructed at Port Blakely. The schooner *Foam* was the first he was connected with on this coast. Captain McIntosh is now living at Victoria, B. C., where he is still engaged in the marine business.

McIntosh, Fred, steward, Victoria, B. C.

McIntosh, John, engineer, Portland, Or.

McIntosh, John P., engineer, San Francisco, was born in California in 1868. His first marine work was on the United States steamer *Thetis* in 1889. He was afterward on the steamers *Schome* and *Eastern Oregon*, and since then has served as third, second or first assistant on the steamships *Willamette*, *Mexico*, *Yaquina*, *Laguna*, *Arago*, *Whitesboro*, and the tug *Monarch*.

McIntosh, Robert, ship-rigger and contractor, Portland, Or.

McIntyre, J. B., mate, was born in Port Townsend, Wash., in 1868. He has been engaged on the tugs *Pioneer* and *Collis* and as second mate on the *City of Seattle*. He was afterward on the steamships *Wellington* and *Michigan*, and for the past three years has been third and second mate on the steamer *Costa Rica*.

McKay, H. F., purser, Tacoma, Wash.

McKendrick, Charles, engineer, Victoria, B. C., was born in Scotland in 1865. He served an apprenticeship on the *Clyde*, came to British Columbia in 1890, and has since been engaged as first assistant on the steamers *Yosemite*, *Princess Louise*, *Islander* and *Danube*, and as chief engineer of the steamers *Lytton* and *Nelson* on Kootenai and Arrow lakes.

McKenzie, W., engineer, Vancouver, B. C., was born in Nova Scotia in 1842. He served in the Cunard line on the Atlantic for several years, and in 1884 came to the Pacific Coast, working for the Canadian Pacific Railway at Yale and Kamloops. In 1888 he joined the tug *Mamie* as chief engineer, and has since served on the *Skidegate*, *Iona*, *Spratt's Ark* and several small steamers.

McKenzie, W. W., engineer, Seattle, Wash., was born in Michigan in 1868. He served on Lake Huron until 1889, when he came to Puget Sound. He was on the tug *Mystic* when she sank and has recently been connected with the tug *Magic*.

McKenzie, William, engineer, Seattle, Wash.

McKumell, Percy, first assistant engineer of steamship *Victoria*, was born in Ontario, Canada, in 1867, and has been in the steamship service for twelve years.

McLean, M. K., steward, San Francisco.

McLeod, J. M., master mariner, Nanaimo, B. C., was born in Edinburgh in 1850 and commenced going to sea at the age of thirteen. He spent two years on a whaling expedition in the Arctic Ocean and was afterward in the West Indies. He came to the Pacific Coast in 1880 and shortly went to Nanaimo, where he has been trading and hunting along the coast. He owns and sails the schooner *Boss*.

McLeod, Robert M., engineer, was born in Scotland in 1831. He began his Northwestern marine career in 1865 on the steamer *Julia* on the Willamette and Columbia rivers. Since that time he has run on a number of steamers, among them being the *Alida*, *Zephyr* and *Messenger*.

McMahon, John, engineer, Vancouver, B. C., was born in Ireland in 1865. He commenced steaming in the Northwest in 1889 at Burrard's Inlet and has recently been connected with the tug *Mamie*.

McMaster, Capt. Andrew, was born in Scotland in 1853. He has been running in the deep-water trade between Liverpool and the Pacific Coast for several years, most of the time in command of the ship *Sierra Nevada*.

McMaster, Capt. George H., Wenatchie, Wash., has been engaged on steamers on the upper Columbia for the past three years and is at present pilot of the *City of Ellensburg*. Before coming to the Pacific Coast he was engaged on the Mississippi, Red and other rivers.

McMullen, Edward, engineer, was born in Canada in 1868. He was engaged on steamers on the Great Lakes until 1890, when he came to British Columbia.

McMullen, G. A., master and pilot, Seattle, Wash.

McMullen, George A., Seattle, Wash, master of tug *Little Giant*, was born in Canada in 1863 and commenced steaming on the Sound in 1886.

McMurty, Charles, Stockton, Cal., master of steamer *J. D. Peters*, commenced his marine career with the California Steam Navigation Company in 1869 as freight clerk, and for nearly a quarter of a century has been master and pilot on the Sacramento River.

McNelly, G. F., Hillsboro, Or., was born in England in 1863 and has been steaming on the Willamette and Columbia rivers since 1886.

McNicholas, J. M., mate on sailing vessels, was born in England and has been coasting on the Pacific for fifteen years.

McNiven, Alexander, engineer, was born in Cape Breton in 1845. His first marine experience was on the Nickerson steamship line between Boston and New Orleans. He came to the Pacific Coast in 1893 and was first employed on the steamer *Woodside*, remaining there about a year and then going to the steamer *Lottie*. He is at present employed on shore at Victoria.

McPherson, Charles, mate, Tacoma, Wash.

McRae, Capt. M. P., was born in Canada in 1858. He sailed for twelve years on the Atlantic Coast and in 1888 came to the Pacific and joined the *Sadie F. Callier*. He afterward served as master of the barkentine *Katie Flickinger*.

McReavy, H. R., Union City, Wash., owner of steamer *Violet*.

Mecready, W. J., engineer, San Francisco.

Meelan, P., master mariner, was born in Ireland, May 1, 1845. He has followed the sea since a boy in almost every part of the world, but has never been in an accident of a serious nature. He is at present on the bark *Oregon*.

Mehaffey, Robert, engineer, was chief of the *Crown of England* until she was wrecked.

Mellon, Capt. H. A., Vancouver, B. C., was born in England in 1841. He was in active service in the deep-water trade for twenty years. He came to Vancouver in 1886 and represents American underwriters at that place.

Mellon, Capt. J. A., Yuma, Ariz., was in the coasting trade in the Northwest many years ago on the bark *Saw Merritt*.

Merrifield, Capt. Edwin, Everett, Wash., was born in Kentucky in 1864. He commenced his marine work at Seattle on the tug *Lilly* in 1883 and has recently had charge of the steamer *Mascot*.

Merriman, G. M., engineer, was born in Maine in 1861 and began going to sea with his father about 1875. He afterward served an apprenticeship at John Roach's shipyard and came to the Pacific Coast about 1883. In 1887 he joined the steamship *Mexico* as water-tender, and after she was wrecked went to the steamer *Mariposa* as third assistant engineer, leaving her to go as first assistant on the steamer *Del Norte*. He afterward filled a similar position on the steamships *Alexander*, *Balena* and *Nazarro*, and was then engaged with George Kingsland in placing the engines in the fireboat *Governor Markham*. He then joined the steamer *Crescent City* as assistant engineer, and for the past few years has been chief engineer of the steamer *North Fork*.

Merriman, Capt. J. H., San Francisco, has served on the ships *Oregon* and *India*.

Messerle, John, engineer, Empire City, Or., was born in Iowa in 1857. He began steamboating about fourteen years ago on the tug *Fearless* as fireman and is at present engineer on the Government steamer *General Wright*.

Meyers, M., San Francisco, master of schooner *Modoc*.

Meyers, W. H., engineer, was born in Pennsylvania in 1822 and has spent over fifty years in the marine service, commencing on the steamer *Express* on the Ohio River in 1840. He came to the Pacific Coast in 1853 and began running on the Sacramento River steamer *Uridaa*. He remained on steamers on that river until 1858, when he joined the steamship *Santa Cruz*, leaving her at Whatcom to go to the Fraser River mines, where he remained for over a year. On returning to San Francisco he joined the steamer *Eclipse* and subsequently the *Queen City*, which he left in 1860 to go to the Nevada silver mines, where he remained but a short time and again returned to the water, this time running on the San Joaquin River. Altogether he was in the employ of the California Steam Navigation Company for ten years, leaving them to enter the ferry service of the Central Pacific Railroad. Several years later he entered the service of the Stockton Improvement Company, running as chief engineer on their steamers for five years. In 1891 he chartered the tug *Governor Stoneman*, which he operated until November, 1894. Since that time he has been employed on the ferries.

Miller, B. L., engineer, was born in Port Gamble, Wash., in 1871. His first marine work was on the *Idaho*, running to Alaska.

Miller, C., mate on sailing vessels, was born in Germany in 1855 and commenced his marine service on the Baltic Sea. He came to the Pacific Coast in 1886, serving for eight years as second mate and mate on the bark *Hesper*. For the past six years he has been mate on the *S. N. Castle*.

Miller, David N., engineer, San Francisco.

Miller, Capt. F., was born in California in 1860. He began sailing on the Pacific Coast in 1887 on the ship *Undaunted*, and for the past three years has been master of the steamer *Cleone*.

Miller, Fred, mate on sailing vessels, was born in Germany in 1858 and has been coasting out of San Francisco since 1884.

Miller, Herman C., mate, has been on the Pacific Coast since 1872, but has followed the water but little. At present he is connected with the life-saving station at Umpqua, Or.

Miller, John H., mate on sailing vessels, Port Townsend, Wash.

Milligan, A. C., Tacoma, Wash., engineer of dredge *Anaconda*.

Milne, William, Vancouver, B. C., tenth assistant engineer of steamship *Empress of India*.

Miner, James I., engineer, Portland, Or.

Minish, Joseph, chief engineer, San Francisco, has been engaged in the marine business out of that port since 1868.

Mitchell, F. H., master and pilot, Everett, Wash.

Mitchell, Capt. John R., was born in Scotland in 1832 and began sailing on the Atlantic. He came to San Francisco in

1867 and soon afterward took charge of the schooner *Wild Pigeon* in the coasting lumber trade. After leaving her he spent some fifteen years in the Japan and Chile trade, and in 1884 returned to Tacoma, where he took the position of second officer on the old bark *Samoset*. He went to Port Madison with Captain Reed to build the schooner *Puritan*, and has since remained in the mill there.

Mitchell, Capt. S. C., Jr., was born in Washington in 1864. He has been sailing out of San Francisco for twelve years in the trade between that city, Gray's Harbor, Shoalwater Bay and the Columbia River. For the past three years he has been master of the schooner *Orient*.

Mitchell, T. G., engineer, was born in England in 1852 and has been engaged in the marine business for twenty years. His first work in the Northwest was on the tug *Pioneer* in 1883. For several years past he has been in the employ of the Canadian Pacific Navigation Company on the steamer *Premier*.

Mocine, John C., engineer, Cosmopolis, Wash., has been engaged on the steamer *Montesano* most of the time since coming to the harbor in 1891.

Moffat, Thomas, engineer, Victoria, B. C.

Mondy, W. H., engineer, Portland, Or., commenced steamboating on the *Westport* in 1878. He has recently been engaged on the *Iralda*, and on the Vancouver ferry.

Monk, Capt. A., Vancouver, B. C., was born in Newfoundland in 1865 and commenced his marine career at the age of sixteen. He is at present engaged on the steamer *Leonora*.

Monroe, George B., mate, was born in New York in 1852. He began his marine career when he was sixteen years of age on the ship *Webster*, between New York and San Francisco. After following his business in almost every part of the world, he came to San Francisco in 1884. He is at present on the *Undaunted*.

Monroe, Joseph A., master of steam ferry-boat *City of Seattle*.

Montgomery, R., Portland, Or., engineer of steamer *Eugene*.

Moody, Capt. Charles, Vancouver, B. C., was born in Newfoundland in 1868 and came to British Columbia in 1890. He was first on the steamer *Leonora*, was master of the *Skidegate* for about two years, and has recently taken command of the steamer *Comox*.

Moon, Charles L., Marshfield, Or., was born in Kansas in 1865 and has been steamboating on the Pacific Coast for nine years.

Moorcroft, Albert, Vancouver, B. C., ninth assistant engineer of steamship *Empress of China*.

Moore, George, engineer, Vancouver, B. C.

Moore, Capt. J. E., was born in Maine in 1860 and went to sea when he was fourteen years old. For seven years he cruised around the world. He came to Utsalady in 1880 and for several years was in the employ of the Puget Mill Company, after which he organized the Chinook Boom Company. Most of his steamboating has been as captain of the *Al Xi*, of which he is half owner.

Moore, William, mate, Seattle, Wash.

Moran, Robert, was born in New York in 1857 and arrived in Seattle in 1875.

Moran, Thomas, engineer, Portland, Or.

Morck, A. B., mate, Port Madison, Wash.

Morck, E. A., has served as purser on the steamers *Mascott*, *Traveler*, *Lucea Mason* and *Elwood*.

Morck, William, engineer, Tacoma, Wash.

Morene, Edgar, San Francisco, master of schooner *Volunteer*, running in the coasting trade.

Morgan, Elisha, mate, Port Townsend, Wash., is at present third officer on steamship *Costa Rica*.

Morley, Frank, master and pilot, San Francisco, has been connected with a number of well known coast steamships and was for several years employed on steamers on Puget Sound.

Morrison, Capt. B. H., San Francisco, has been sailing on the Pacific Coast for twenty-five years.

Morrison, George, engineer, Seattle, Wash., was born in Minnesota in 1864 and came to Puget Sound in 1882. He has been engaged on the *Emma Hayward*, *Fleetwood*, *North Pacific*, *Eliza Anderson*, and a number of other well known steamers.

Morrison, Capt. H. H., Seattle, Wash., was born in Michigan in 1863. He commenced steamboating on Puget Sound in 1888 and has been interested in the tugs *Magic*, *Mystic* and *Mascot*.

Morrissey, Capt. W. S., Port Angeles, Wash., was born in Massachusetts in 1843. His marine business on the Pacific Coast has been mostly in the fishing trade to the Okhotsk Sea

and the Choumagin Islands, where he sailed the schooners *Puge* and *Dashing Wave*.

Morse, Capt. C. C., was born in Bath, Me., in 1844. He commenced sailing on the Pacific Coast with the ship *George F. Manson* in 1885, and after two years took charge of the ship *C. F. Sargent*, where he remained for a similar length of time. He then purchased an interest in the ship *Occidental*, which he commanded until a few months ago, when he returned to the *Sargent*, of which he is part owner.

Morse, Frank W., first mate of ship *Cyrus Wakefield* in the coasting trade.

Mortensen, L., shipbuilder, Seattle, Wash.

Moss, Albert, mate and second mate, has been coasting out of San Francisco since 1879.

Moudy, W. H., engineer, Vancouver, Wash.

Muir, A. C., engineer, Esquimalt, B. C., was born in Scotland in 1845. He came to Victoria in 1876 and began running as chief engineer of the steamer *Pilot*. In 1877 he was appointed chief engineer at the Esquimalt drydock, and has remained in that position since. Before coming to the Pacific Coast he had considerable experience as a marine engineer sailing out of Hull and Glasgow.

Muller, William, ship-carpenter, Newport, Or.

Multhaus, Jacob, engineer, was born in Milwaukee, Wis., in 1853. He commenced steaming in the Northwest as deckhand on the *Welcome* in 1878, and was afterward fireman on the *A. A. McCully* and second assistant on the *John Gates*. He was then chief engineer of the steamers *D. S. Baker*, *Almofa*, *Wonder*, *City of Salem*, *Three Sisters* and *William M. Hoag*, being connected with the latter at the present time.

Munson, Capt. C. H., was born in Olympia, Wash., in 1867, and began steaming on the *Fanny Lake* on Puget Sound in 1884.

Munson, John K., engineer, Kirkland, Wash.

Munzel, A., mate, was born in Germany in 1865. He came to the Pacific Coast in 1888 and has been running on the Sound and Coos Bay since as mate and second mate, holding the latter position on the steamer *Noyo* at the present time.

Murchison, Capt. A. T., New Westminster, B. C., was born in Illinois in 1863 and commenced his marine service in 1881 on the propeller *Lilly* on the Fraser River. He was afterward on the tugs *Belle* and *Westminster*, and then took command of the tug *Emma* for a year, subsequently running as master of the *Belle*, *Eva* and *Comet*. He remained with the *Belle* four years and is still in charge of the *Comet*.

Murchison, P. S., master of schooner *Fanny Adele*, was born on Prince Edward Island in 1867 and has run as mate and master on a number of well known coasting vessels.

Murphy, Capt. Thomas, was born in St. John's, New Brunswick, in 1845. He sailed on the Eastern coast until 1871, when he came to San Francisco via Hongkong and from there to Puget Sound. He began running as deckhand on the steamer *Chchalis*, was afterward on the *Fanny Lake* and *Nellie*, and ran the steam launch *Hyack* for nine years. He is at present living at Port Gamble, Wash.

Murray, J. D., mate, Seattle, Wash., was born in Kansas and commenced steaming in the Northwest on Puget Sound in 1886.

Murray, William, steward, Portland, Or.

Mylius, C. N., shipbuilder, Vancouver, B. C.

Nadeau, Luke C., steward, Seattle, Wash.

Nagler, C. P., Seattle, Wash., master of tug *Mayflower*.

Nagler, Capt. Charles F., was born in Germany in 1853 and has been steaming on Puget Sound since 1883. He began on the *Messenger* and has since served in different capacities on the *Susie*, *Daisy*, *City of Quincy*, *Washington*, *W. K. Merwin*, *Ferndale*, *J. R. McDonald*, *Fairhaven*, *Fleetwood*, *Fanny Lake*, *Idaho* and a number of others.

Neill, Thomas F., bar pilot, Astoria, Or.

Neilson, Thomas, master of tug *Pioneer*, was born in Norway in 1861 and commenced his marine service on the tug *Holyoke* in 1883.

Nelson, Edward, mate on sailing vessels, was born in Norway in 1851. He has been running on the Pacific Coast since 1887 and for the past five years has been on the ship *Columbia*.

Nelson, Frank, steward, San Francisco.

Nelson, Horatio, Port Townsend, Wash., was born in Christiansia, Norway. He has been serving on Puget Sound since 1887 on the steamers *Despatch*, *Rustler*, *Garland*, *Union*, *Mogul*, *Discovery*, *Alert* and others.

Nelson, John C., engineer, Port Townsend, Wash., is a native of Norway and came to the Pacific Coast on the *Walla Walla* in 1881. In 1886 he was engineer on the Puget Sound steamers *Celilo*, *Queen City* and *Virginia*, was afterward on the

L. J. Perry, *San Juan*, *Fanny Lake*, *Addie*, *Mastick* and *Josephine* as chief engineer, and on the tugs *Pioneer* and *Sea Lion* as first assistant. He has recently been engaged as engineer on the tug *Alert*.

Nelson, Capt. L. A., was born in Sweden in 1858 and came to the Pacific Coast in 1882. He was first engaged on the *Daisy Rose*, and has since had command of the *Ocean Spray*, *Corinthian* and *Electric*. For the past five years he has been master of the schooner *Isobolink*.

Nelson, N. H., mate and second mate, San Francisco.

Nelson, O., master of schooner *Arthur I.*, has been sailing on the Pacific Coast since 1888.

Nelson, P., steward, San Francisco.

Nelson, S., master and pilot, Ballard, Wash.

Nelson, Thomas, mate, came to the Pacific Coast in 1884 and has run as mate on coasting vessels since. At present he is on the schooner *J. B. Leeds*.

Newcomb, J. M., mate, Nanaimo, B. C.

Newcombe, H., Nanaimo, B. C., master of steamer *Catch*, was born in New Brunswick in 1859 and was in the deep-water service for several years. He came to the Pacific Coast in 1889 and commenced running on the steamer *Mamie*.

Newcombe, Capt. J. B., Vancouver, B. C., was born in New Brunswick in 1845 and has been engaged in the marine service for thirty-three years. He came to the Pacific Coast in 1889.

Newhall, James, mate, Seattle, Wash.

Newhall, Capt. William, Seattle, Wash., was born in Maine in 1830 and has been engaged in the marine business for nearly fifty years. He commenced on Puget Sound with the steamer *Success*, with which he is still connected.

Newling, O., steward, Vancouver, B. C.

Newman, Henry W., engineer, Snohomish, Wash., was born in New York City in 1859. He has been steaming on Puget Sound since 1885 on the *Evangel*, *Cascades*, *May Queen*, *Glide* and others.

Nicholson, H. P., mate and second mate on coasting vessels.

Nickels, Capt. Albert N., Port Blakely, Wash.

Nickels, Capt. E. A., was born in Maine in 1838. He began sailing on the Pacific Coast about 1860, leaving deep water in 1876 to engage in steaming on Puget Sound. His first vessel was the tug *Katie*, and he was afterward master of several tugboats on the Sound, his last command being the *Tacoma*.

Nickerson, Capt. Alonzo, Victoria, B. C., was born in Eastport, Me. He followed the sea for nearly thirty years before coming to Victoria in 1889, and has since been engaged on the *Thistle*, *Sardonyx*, *Earle* and other British Columbia steamers.

Nielsen, Peter, master and pilot, was born in Denmark. He came to the Pacific Coast in 1863 and joined the barkentine *Jane A. Falkenberg*, making two trips to the Columbia River. He then made three trips to Port Gamble on the bark *Torrent*. From 1866 to 1869 he ran various small vessels on the Sacramento River, then took charge of the schooner *Osceola*, running coastwise, for a year, and then went back to the river. He ran as master of the schooners *Helen*, *Letitia* and *Mary E. Russ* coastwise until 1887, when he began tugboating on San Diego Bay, and since then has been in that business in the harbors of San Pedro, San Francisco and Alaska.

Nielson, Capt. Anton, Seattle, Wash., was born in Norway in 1849. He has been engaged in the marine business for thirty years, fifteen of which he spent as master of sailing vessels in various parts of the world. He came to Puget Sound in 1887 and was employed on the tug *Mogul*, afterward serving a couple of years on Columbia River steamers. When the *General Canby* was taken to the Sound, Captain Nielson joined her as mate.

Niassen, Capt. H., was born in Pennsylvania in 1858 and commenced marine service on the Atlantic Coast. He came to the Pacific in 1880, his first command being the Hawaiian schooner *Jenny Walker* in the South Seas. He afterward sailed a number of vessels in the Hawaiian trade and for the past five years has commanded the barkentine *Mary Winkleman*, engaged in the coasting and island trade.

Niven, James, engineer, Victoria, B. C., was born in Scotland in 1867. He served an apprenticeship of five years in his native country and then came to the Pacific Coast, running for three years as second assistant on the steamship *Parthia* and as first assistant on the *Batavia*. He has also been connected with the *Islander* and other British Columbia steamers.

Nordeman, A., mate and second mate on coasting vessels.

Norman, Harry, mate, Victoria, B. C., was born in Norway in 1852. He has been running on the Pacific Coast since 1878, most of the time on Puget Sound and Victoria steamers.

Norwin, Capt. H. H., was born in Nova Scotia in 1860. He came to San Francisco on the bark *Atlantic* in 1881,

remained with her a year, and then joined the whaler *Edward M. Barker*, leaving her in a few months to enter the employ of the Pacific Steam Whaling Company. He spent a year on each of the steamers *Bowhead*, *Baelena*, *Thrasher* and *Orca*, and two years on the steam whaler *Narwhal*. He then took command of the steamer *Grampus* for a cruise of nineteen months, during which he entered the Mackenzie River. On returning to San Francisco he took the steamer *Baelena*, with which he wintered in the Mackenzie River. Captain Norwin penetrated farther into the Arctic Ocean than any steamer had yet been, opening up a new field of considerable extent for the whaling industry.

Nunan, Thomas, shipbuilder, Coupeville, Wash., was born in Ireland in 1840 and learned his trade in New South Wales. He arrived at Port Townsend in the fall of 1859. He went to Seattle about 1879 and shortly afterward formed a partnership with Jonathan Mitchell. They have constructed several well known steamers.

Nute, Charles H., engineer, was born in Boston, Mass., in 1850. He commenced his marine career in the Northwest in 1878 on the *Wide West*, and has since served on the *Willamette Chief*, *Multnomah*, *Stark Street Ferry*, *Hassalo*, *Dixie Thompson*, *Harvest Queen*, and other steamers of the Oregon Railway & Navigation Company.

Nylund, Capt. Gustaf, Marshfield, Or., was born in Finland in 1855 and commenced his marine service on the Atlantic in 1875. In 1887 he came to the Pacific Coast and was for a short time on the steamer *Venture*. He remained ashore several years and a short time ago took command of the schooner *General Siglin*, of which he is part owner.

Oakes, Walter, Tacoma, Wash., superintendent of the Puget Sound & Alaska Steamship Company.

Oberg, Charles, mate, Victoria, B. C., was born in Sweden in 1863. He has been engaged on a number of British Columbia steamers and also on the *Agnes McDonald* and *Maggie Mac*. At present he is employed in the coasting lumber trade.

Oberg, Fred, mate, Astoria, Or., began sailing out of San Francisco in 1875. For the past ten years he has not been engaged in the marine business.

O'Connor, Arthur, steward on sailing vessels, San Francisco.

O'Connor, Capt. J. C., was born in New York in 1846. He began steamboating on Lake Washington in 1874 on the stern-wheeler *Chehalis* and is at present running on the steamer *Katherine*.

O'Donnell, W. H., engineer, was born in Philadelphia in 1856 and has served as chief engineer on a number of tugboats in the East. He came to the Pacific Coast in 1889 as third assistant on the tug *Vigilant*. He remained with her for a short time and then went to the tugs *Aleat* and *Reliance* as chief engineer, serving on them for five years and then joining the steamer *Sunol* in the same capacity.

Oeser, Eugene, quartermaster, Victoria, B. C.

Olesen, Capt. A., was born in Norway in 1861 and came to the Pacific Coast in 1880. He was master of the barkentine *North Bend* in 1897 and also served as master of the schooners *Webfoot*, *Orient* and *Volunteer*. At present he is in charge of the barkentine *C. C. Funk*.

Olesen, Capt. C. B., was born in Norway in 1849. He has been sailing on the Pacific Coast since 1872 and recently was appointed master of the schooner *Martha Tuft*.

Olesen, Thomas, mate on sailing vessels, was born in Norway in 1853 and has been sailing out of San Francisco since 1878, most of the time on lumber schooners.

Oleson, E., mate, Seattle, Wash.

Oleson, Edward, mate on sailing vessels, San Francisco.

Olipphant, John C., steamboat agent, Portland, Or.

Oliver, Jacob, steward, San Francisco.

Oliver, Capt. Nelson T., Port Townsend, Wash., was born in New Bedford, Mass., in 1833. He came to the Pacific Coast in 1859 on the bark *Coral* and was afterward in the whaling service for several years. He located at Port Townsend in 1872, where he engaged in piloting for several years. He retired a short time ago and has since been living ashore.

Oliver, W. H., engineer, was born at Port Huron, Mich. He has been steamboating on Puget Sound since 1886, beginning on the *Edith* on Lake Washington.

Olsen, A. H., mate on sailing vessels, was born in Norway in 1863 and has been sailing out of San Francisco since 1879.

Olsen, Capt. B., was born in Norway in 1865 and came to the Pacific Coast in 1883. He was first engaged on the schooner *J. B. Leeds*, and then as mate and carpenter on a number of coasting vessels until 1891, when he went to Alaska and took charge of the steamer *Baranoff*, which he has run for the past few seasons, returning to San Francisco in the winter and running on coasting steamships.

Olsen, Capt. Fred, Newport, Or., was born in Sweden in 1838 and began coasting in 1861 between San Francisco and northern ports. He remained in the business about twelve years and was quite successful, but retired several years ago.

Olsen, L., mate on sailing vessels.

Olsen, Capt. M., was born in Norway in 1849 and began deep-water sailing in various parts of the world before coming to the Pacific Coast in 1869. After his arrival he went as mate on the schooner *Norway*, coasting between Humboldt, Coos Bay and the Sound. In 1879 he became master of the schooner *Electra*, and has since held a similar position on the *Jennic Thelin*, *Napa City*, *Ivanhoe*, *Laura May*, *Amethyst* and *Mary Gilbert*. For the past year he has been master of the schooner *Albion*.

Olsen, Capt. Mathias, Oakland, Cal., was born in Norway in 1850 and has been running coastwise since 1872. He was first on the brig *Kolow*, and has since served as master of the schooners *Venus*, *Alfred*, *Annie Gee* and *R. W. Bartlett*, still being in command of the latter.

Olsen, Capt. O. T., was born in Norway in 1860. His first marine experience was as a seaman on the English coast. He came to San Francisco in 1883 and has been sailing in the northern trade most of the time since. He was for five years master of the schooner *Gussie Klase*, and for the past few years has had command of the schooner *Daisy Rowe*.

Olsen, Olof, mate, San Francisco.

Olsen, Peter, San Francisco, mate on steamer *Sunol*.

Olsen, William, mate, San Francisco, has been on the Pacific Coast since 1879. He was in the sealing trade for two or three seasons and in 1893 was mate on the *Coquillam* when she was seized.

Olson, A. L., steamship mate, was born in Sweden in 1858. He has been in the employ of the Pacific Coast Steamship Company on their steamers since 1878 and has recently been engaged on the *Al Ki*.

Olson, Capt. J. F., was born in Sweden in 1840. He has been sailing on the Pacific Coast since 1888 and has recently had command of the steamer *Alcalde*.

Olson, William V., San Francisco, master of schooner *Gem*.

O'Neil, James, engineer, Seattle, Wash., was born in Maine in 1862 and began steamboating on the Sound in 1878 on the *Yakima*. He has run on a number of well known Sound steamers and has also been on the steamships *Haytian Republic* and *Wilmington*. He has recently been employed on the steamer *Idaho*.

Othmer, George, steward, Seattle, Wash.

Otis, D., engineer, was born in Minnesota in 1864. On coming to the Pacific Coast he joined the steamship *Victoria*, where he remained for two years and a half. He was also on the *State of California* and *Neuborn* and then made a trip to Alaska as first officer on the steamer *Dora*. On his return he joined the *Noyo* as first assistant, going from her to the *Walla Walla*, where he ran for a year as third assistant. He was next on the steamer *City of Topeka* as first assistant for two years, and was afterward on the *Crescent City* and *Whitesboro*, still being connected with the latter.

Ott, G. W., master and pilot, San Francisco, has run in the Northwest as seaman on the *Orizaba* and *Little California*.

Overton, Daniel W., engineer, Astoria, Or.

Owens, P., engineer, San Francisco.

Owens, R. J., steward on United States steamer *Columbine*.

Packard, B. F., pilot commissioner, Astoria, Or.

Packwood, William, engineer, was born in Olympia, Wash., in 1857. He began his marine service in 1879 as fireman on the steam schooner *Ona*, and was afterward on the steamers *Edith*, *Pearl*, *Lone Fisherman*, *Edna*, *Skagit Chief*, *Eliza Anderson*, and other well known Sound vessels. He was for a short time on the steamship *Keweenaw*, and also served for a few months as first assistant on the *Mackinaw*.

Pañños, Robert, mate and second mate, San Francisco.

Page, James, mate, was born in Maine in 1848 and was connected with sailing vessels on the Atlantic Coast for eighteen years. His first work on coming to the Pacific Coast was on the tug *S. L. Mastick*. He has also been engaged on the steamers *Goliath*, *Katie*, *Pioneer* and *Tacoma*, still being connected with the latter.

Panhorst, Henry, mate, was born in San Francisco in 1871. He has been engaged as mate on the *Modoc* and *Pnole*, of which his father was master.

Paquet, Peter, was born in St. Louis, Mo., January 13, 1839, and came to Oregon in 1852. In 1861 he began his trade of boatbuilding, which he had learned from his father. He followed it until 1866, when he went to the sawmill business for three years.

Parker, F. S., master mariner, was born in Maine in 1830. He began sailing on the Atlantic Coast, and has visited almost

every part of the world, having followed his calling in every country except France and Alaska. He began on the Pacific Coast in 1868 at San Francisco. During his fifty-two years in the marine business, he has been in a number of accidents, but none of a serious nature. Captain Parker is at present on the ship *Oriental*, and makes his home in San Francisco.

Parker, Henry A., mate, Seattle, Wash., was born in Maine in 1866. He has been steamboating on the Sound since 1881, and recently has been connected with the *A. R. Robinson*.

Parker, Capt. J. G., has been connected with the marine business for over forty years. He commenced on the Pacific Coast in 1858 with the Pacific Mail Steamship Company, serving on all of their steamers on the Panama and China routes. He is at present living in Parkersburg, Or., where he has a sawmill and is also interested in the tug *Triumph*.

Parker, J. J., mate, Tacoma, Wash., was born in Ohio in 1842. He entered the marine service at the age of eleven, sailing on the Great Lakes and in the deep-water trade until 1883, when he came to the Pacific Coast. He was for a short time in charge of the Pacific Coast Steamship Company's wharf at San Diego. He was afterward wharfinger at Port Townsend, and for a few months was mate on the tug *Collis*.

Parker, Capt. W. A., Tacoma, Wash., has been in the marine business for over forty years, most of the time on the Atlantic Coast and Great Lakes. His first work in the Northwest was in 1889 on the steamer *Susie*.

Parker, William, engineer, New Westminster, B. C., has been engaged on steamers of the Union Steamship Company since coming to the Northwest.

Parks, George P., engineer, Tacoma, Wash., was born in Oregon in 1871 and has been engaged on steamers on Puget Sound since 1878.

Parke, L. G., Tacoma, Wash., was born in Wisconsin in 1869 and has served as assistant engineer on nearly all of the principal Puget Sound steamers since 1887.

Parrott, W. E., master and pilot, Portland, Or.

Paterson, Capt. L. G., was born in Denmark in 1838. He has been sailing on the Pacific Coast since 1865, twenty-five years of which have been as master, and for the past four years has had command of the schooner *W. S. Phelps*.

Paton, William, fifth officer of steamship *Empress of India*, was born in Scotland in 1862. He has been on the Pacific Coast since 1880.

Patterson, Capt. Donald H., Vancouver, B. C., was born in Scotland in 1860 and commenced sailing to the East Indies and Australia when a boy. His first work on the Pacific Coast was in 1881 in the Nanaimo coal trade. He left sailing ships in 1883 and was for five years in the employ of the Canadian Pacific Navigation Company as mate. He was afterward master of the steamer *Earleat* Vancouver, going from her to the steamer *Belle*, and in July, 1893, taking charge of the *Active*, where he has since remained.

Patterson, W. J., engineer, Vancouver, B. C., was born in Ontario in 1859. His first marine experience was on the Great Lakes, where he remained until 1886, when he came to the Pacific Coast and joined the steamer *Glide* as fireman. He has since served as engineer on the tugs *Dreadnaught*, *Swan* and others, working on shore a portion of the time.

Patterson, Capt. William, Blaine, Wash., was born in Ireland in 1824 and began steamboating on the Pacific Coast on the Sacramento River in 1852, going to Puget Sound six years later. He engaged in trading around the Sound, which he followed for fourteen years, during which he owned and ran the sloops *Prentiss Boy* and *True Blue*. Captain Patterson has not followed the water for several years.

Paulsen, Capt. P., was born in Denmark in 1857. He came to the Pacific Coast from New Zealand in 1879 on the schooner *William L. Beebe*, then in the lumber trade. His first command was the schooner *Premier* in 1890, which he sailed for two years and then took command of the barkentine *Eureka*.

Paup, Martin, was born in Pennsylvania in 1846 and came to the Pacific Coast in 1872. He began running on the steamer *Polikofsky*, where he remained for sixteen years, fourteen of which he was chief engineer. He afterward served in the same capacity on the tug *Blakely*, retiring from her a short time ago. He is now living in Seattle, Wash.

Pearson, H. E., Portland, Or., steward of steamer *Dallas City*.

Pearson, James, San Francisco, steward of schooner *Alpine*.

Pearson, Capt. John P., was born in Sweden in 1829 and has been connected with the marine business nearly half a century. During the Civil War he served as ensign in the United States Navy and was on the mortar schooner *Sarah Bruin* in an engagement on Mobile Bay. He came to the Pacific Coast in 1876 on the bark *Montana*, was afterward mate on the ship *Washington Libby* and a number of other sailing vessels,

and finally was given command of the ship *Ivanhoe*, which he sailed for three years. He was then master of the steamer *Ferndale*, leaving her a month before she was wrecked to take command of the bark *Germania*, on which he has since been engaged in the coasting trade.

Pearson, Martin, Oakland, Cal., master schooner *Coquille*.

Peasley, Ralph E., San Francisco, mate on schooner *Gardiner City*.

Peck, Capt. W. N., Eureka, Cal., was born in New Haven, Conn. He came to the Pacific Coast in 1863, his first work on arrival being on the old steamer *Senator*. He remained with her but a short time and then entered the coasting trade, soon afterward running from the Sound to Australia and South American ports in the lumber trade. At present he is master of the barkentine *Uncle John*.

Peel, Louis, engineer, Hoquiam, Wash., was born in Pittsburgh, Penn., in 1852. He commenced steamboating on Gray's Harbor about twelve years ago. He has been engaged on the *Montesano*, *Typhoon*, *Rustler*, *Tillie* and others, and is engineer and part owner of the *Tillie*.

Pendergast, James W., engineer, was born in San Francisco in 1866. He has been running north from San Francisco for the past ten years, serving on the steamers *Tillamook*, *Arago*, *Ajax*, *Mexico*, *Sunol*, *Greenwood*, *Alcatraz*, *Whitesboro* and *Cosmopolis*, and is at present chief of the latter.

Pendleton, A. V., manager of Oregon Railway & Navigation Company's wharf at Astoria, Or.

Pendergrast, M. P., Marshfield, Or., master of steamer *Comet*, was born in Tennessee in 1850. He came to Coos Bay in 1872 and engaged in the mill business until about five years ago, when he purchased an interest in the steamer *Comet* and took command.

Penfield, Russell, engineer, Victoria, B. C.

Peregory, D. C., engineer, Seattle, Wash.

Perrot, Frank, marine draughtsman, Port Townsend, Wash.

Peterkin, Constantine, mate on sailing vessels, was born in Finland in 1849. He has been sailing on the Pacific Coast since 1873, and for the past five years has been mate on the barkentine *Portland*.

Peters, Charles J., engineer, Seattle, Wash., was born in Maine in 1867. He has been steamboating on Puget Sound since 1887, serving on the *Phantom*, *Blakely*, *Mary E. Perley*, *Rip Van Winkle*, and other well known steamers. He has also served on the steamships *Queen of the Pacific* and *Wilmington*, and has recently been engaged as engineer on the steamer *San Juan*.

Petersen, Capt. Christian, was born in Denmark in 1854 and began sailing north in the Pacific Coast trade in 1875. He was first on the schooner *Lizzie Madison*, running as mate until 1884, when he was appointed master of the schooner *Parallel*, of which he became part owner. He left her two years later for the schooner *Mary E. Russ*, which he sailed until 1890, at which time he purchased an interest in and superintended the building of the four-masted schooner *Ethel Zane*, which he has since commanded.

Petersen, Capt. Henry, was born in Norway in 1861. He commenced his marine service on the mail steamship *Norway*, coming to New Orleans in 1878. He came to the Pacific Coast in 1884, served for a few years as second mate and mate, and then took the yacht *Neva* to Tahiti. He was afterward mate on a number of steam schooners, and master of the schooner *Seven Sisters* and the steam schooner *Laguna*.

Petersen, J., mate on sailing vessels, San Francisco.

Petersen, J. H. C., engineer, was born in Germany in 1868. His first work on the Pacific Coast was as assistant on the tug *Relief*, where he remained for two years, afterward serving on the *City of Puebla*, *Oregon* and other steamships.

Petersen, Capt. Jacob, was born in Denmark in 1845. He commenced his marine service on a Danish man-of-war, sailed out of English ports for eight years, and then came to New York on the steamship *Oceanic*. He shipped from Boston for Portland, Or., on the bark *Corca*, arriving in 1871. He worked for a while on the steamer *Okanogan*, leaving her to engage in the coasting trade. In 1877 he was running to Puget Sound on the schooner *Courser*, first as mate and then as master. He was afterward master of the brigantine *Eureka*, schooners *Elnora*, *Sea Foam*, *Bobolink*, *Kitty Stevens*, *Daisy Rowe*, *Garcia*, *Western Home*, and a few small steamers. At present he is master of the schooner *Western Home*.

Petersen, Capt. O. I., Astoria, Or., was born in Denmark in 1862. He served for several years in the United States Navy on the *Pensacola*, *Troquois* and *Rodgers*, and was with the latter when she was destroyed by fire off the coast of Siberia. He had charge of the steam launch *Brisk* on the Columbia River for three years and is at present an inspector in the Astoria custom-house.

Petersen, P. M., mate on sailing vessels, has been running north from San Francisco since 1886. He has recently been employed as mate on the schooner *Lucy*.

Petersen, R., keeper of the Willapa Bay Lighthouse, was employed on the lighthouse tender *Manzanita*, and was on sailing vessels until about 1878.

Peterson, A., mate on sailing vessels, San Francisco.

Peterson, Andrew, master of sailing vessels, was born in Sweden in 1832 and has been engaged in the marine business for forty-six years. For the past five years he has been running to Alaska as mate and master of vessels employed in the cannery business.

Peterson, C., steward of schooner *Montezuma*, San Francisco.

Peterson, Charles, San Francisco, steward of bark *Wilna*.

Peterson, Capt. Charles G. F., was born in Sweden in 1863. He began sailing north from San Francisco in 1882. He has served as first officer on the steamship *Del Norte* and as master of the steamer *Arctic* and schooner *Lillie and Mattie*. In 1892 he took command of the *Sailor Boy*, with which he has since been engaged.

Peterson, Claudius, mate, Quartermaster Harbor, Wash.

Peterson, Frederick, engineer, was born in London in 1845. He came to Puget Sound in 1870 and began on the old steamer *Black Diamond*. Since that time he has been connected with nearly all the steamers plying on the Sound, among them being the *Idaho*, *Alida*, *Alaskan*, *Olympian*, *T. J. Potter*, *Fanny Lake* and many others. For the past few years he has been in the employ of the Pacific Navigation Company, running on the steamers *Fairhaven* and *State of Washington*.

Peterson, G., mate on sailing vessels, was born in Sweden in 1869 and has been running on the Pacific Coast for the past nine years.

Peterson, Harry, mate, San Francisco, was born in Germany in 1866. He has been coasting out of San Francisco for three years.

Peterson, John, master and pilot, Portland, Or.

Peterson, Capt. John, was born in Norway. He has been sailing on the Pacific Coast since 1877 and is at present master of the bark *McNear*.

Peterson, John H., San Francisco, master of schooner *Twilight*.

Peterson, Julius, Hoquiam, Wash., steamboat master and owner.

Peterson, Capt. N. P., was born in Denmark in 1832. He commenced going to sea at the age of fifteen and followed deep water until 1855, when he came to the Pacific Coast as second mate on the ship *George Law*. He received his first command in 1864 and continued in the coasting trade until 1891, when he broke his leg while serving as master of the bark *Charles B. Kenney*. Since that time he has remained ashore.

Peterson, Capt. Oliver, was born in Denmark in 1840 and came to San Francisco in 1861 on the ship *Florence*. In 1869 he was mate on the schooner *May Queen*, in 1873 mate on the brig *Tanner*, and in 1874 was appointed master of the brig *Merchantman*, leaving her in a short time to take command of the brig *Crimea*. He was for seven years master of the schooner *San Buenaventura*, has also been master of the barkentine *Catherine Sudden*, schooners *J. B. Leeds* and *Lucy*, being still in command of the latter. He has been running in the Umpqua and Coos Bay trade for nineteen years, and has never had an accident in crossing the bars.

Peterson, P., mate on sailing vessels, has been coasting out of San Francisco for ten years. For the past eighteen months he has been connected with the *C. D. Bryant*.

Petit, Herbert, engineer, Ilwaco, Wash.

Pettigrew, James, engineer, Victoria, B. C., was born in Scotland in 1863 and has been engaged in the marine business for twelve years. He came to Victoria in 1891 and joined the steamer *Danube* as second assistant. He was next on the steamer *Caledonia*, going from her to the *Constance* and *Velos*.

Pettini, Anton, steward, San Francisco, was born in Italy in 1842. He has been running coastwise and in the Island trade since 1872. At present he is on the schooner *R. W. Bartlett*.

Pettman, John L., engineer, Newport, Or., was born in Ohio in 1849. His first service was on the tug *Favorite* at Astoria in 1886. He has since served on the steamers *Walluski*, *T. M. Richardson* and *Volanta* on Yaquina Bay.

Phillips, John, mate on bark *Sea King*, was born in London in 1849. He has been coasting north from San Francisco for twenty-two years.

Phillips, Willard F., engineer, Florence, Or., was born in Maine in 1850. He came to the Siuslaw River in 1883, and in partnership with O. W. Hurd bought the propeller *Mary Hall*,

which they ran for one summer. They then purchased the steamer *Mink* at Coos Bay, which they have since run in connection with the sidewheeler *Coos*.

Pickernell, John, Astoria, Or., master and owner of steamer *Mayflower*.

Pierce, Capt. George H., was born in Maine in 1855. He has been sailing the ocean for twenty-three years, and for the past five years has been in the Nanaimo coal trade on the *Carrollton* and *Sea King*.

Pierce, Nelson, retired master, San Francisco, came to the Pacific Coast in 1849 and was interested in a large number of coasting vessels.

Pierce, R. V., engineer, was born in Cleveland, Ohio, in 1857, and commenced his marine service on the Mississippi River. He came to Puget Sound in 1884 and joined the tug *Susie* as engineer. He remained on the Sound for a while, serving on the steamers *Evangel*, *Messenger*, *Skagit Chief* and others, and then went to San Francisco, where he has been engaged on a number of tugs and small steamers.

Pillow, P., engineer, Tacoma, Wash.

Pinkerton, Fred, master and pilot, Snobomish, Wash., was born in Minnesota in 1860. He has been steamboating on Puget Sound for the past eight years, and is at present master and half owner of the steamer *Mamie*.

Plath, F., mate on sailing vessels, has been sailing north from San Francisco since 1881.

Poole, John Phillips, mate, San Francisco, was born in Singapore, India, in 1853. He came to the Pacific Coast in 1868 on the *Princess Royal*, running between Victoria and London. He has been in the business in every country in the world except Japan. Mr. Poole was first officer of the *Crown of England* when she was wrecked in 1894.

Poulsen, Capt. M., was born in Norway in 1851. He came to the Pacific Coast in 1879 and joined the barkentine *John D. Spreckels*, on which he rose to the position of mate. He was afterward mate and master of the brigs *Hazard* and *Tahiti*, and master of the brig *Galilee* and barkentine *Geneva*. He is still sailing the latter vessel.

Potts, Thomas, engineer, Victoria, B. C., was born in England in 1861. He commenced steamboating on the *Elta White* at Victoria in 1887 and ran as second assistant on her for three years, afterward holding a similar position on the *Mascotte* until she burned.

Powell, Charles, engineer of ferry-boat at Grant's, Or.

Power B. T., master mariner, Vancouver, B. C., was born in Liverpool, England, in 1829, and has been engaged in the marine business for over forty years. He was in the deep-water trade until 1888, when he came to British Columbia.

Powers, John J., Victoria, B. C., steward of steamers *Charmar* and *Yosemite*.

Powys, Ernest A., mate, Vancouver, B. C., was born in Sydney, N. S. W., in 1867. He was engaged on steam coasters in Australia for two years, and then commenced sailing between Sydney and Puget Sound on the ship *Nineveh*. He left her at Tacoma after making a few trips and worked for a short time on the tugs *Tacoma* and *Blakely*. He then returned to deep water until 1887, when he came to Victoria, where he has since been engaged on the steamers *Mamie*, *Tepic*, *Swan*, *Vancouver*, *Velos*, *Capitano*, *Mermaid*, *Comox* and *Rainbow*.

Pragdon, John H., engineer, commenced his marine service on Puget Sound on the tug *Tyee* in 1884, and has since been engaged on a number of tugboats and steamers. He has recently been employed as first assistant on the Seattle fireboat *Snoqualmie*.

Preira, J., San Francisco, master of steamer *Ida*.

Prevoat, James C., Victoria, B. C., owner of steam vessels.

Price, Captain, Edmunds, Wash., owner of steamer *Vigilant*.

Price, Fred R., Portland, Or., agent of the Oregon City Transportation Company.

Price, George H., engineer, New Westminster, B. C., was born in Massachusetts in 1861. He was engaged on a number of steamers running out of Boston and came to the Pacific Coast in 1886. He served for a year on the steamship *Mexico* and then went to British Columbia, where he joined the steamer *Beaver*. He served as second assistant on a number of British Columbia steamers and has recently been engaged as chief of the *Winnifred*.

Primrose, J. F., engineer, Port Townsend, Wash., was born in Port Madison, Wash., in 1865, and commenced steamboating on Puget Sound in 1882 on the *Addie*. He has since been engaged on the steamers *Augusta*, *Yakima* and *Cyrus Walker*, and at present is connected with the tug *Tacoma*.

Primrose, Capt. W. H., Port Blakely, Wash., was born in Port Madison, Wash., in 1863. His first work was on the

steamer *Ruby*, where he was engaged as fireman. He afterward served as engineer on a number of boats running between Seattle and Port Blakely, and is at present master of the steamer *Sarah M. Renton*.

Purdy, Capt. John, Vancouver, B. C., was born in New Brunswick in 1838. He followed the sea on the Atlantic Coast until 1890, when he came to the Pacific. He began steamboating at Vancouver, B. C., and has recently been connected with the tug *Tepic*.

Pybus, Capt. H., R. N. R., was born at the Cape of Good Hope in December, 1850, and commenced his marine career at the age of ten. In 1866 he was midshipman on the ship *Gondola* and in 1870 second officer on the bark *Evangeline*, which he navigated from Demerara to Madeira during the illness of the captain and chief officer. In 1871 he was third mate on the ship *Naval Brigade*, in the China trade, and two years later second officer on the Royal Mail steamship *Baruto*, later holding a similar position on the R. M. S. S. *Roman* and the steamship *Pompo*. He was second officer on the steamship *Europe*, which was wrecked on the China coast in 1882 and surrounded by pirates. Mr. Pybus proceeded to Foo-Choo in one of the ship's boats and was obliged to keep up a continuous fire for two days to keep the pirates off. In 1885 he was in command of the steamship *Kow Shing*, which obtained a world-wide celebrity in the late China and Japan war. While in charge he successfully navigated her from Taku to Shanghai with a broken rudder and sternpost. When the Canadian Pacific Railway sent the *Empress of China* to the Northwest, Captain Pybus came with her, and while in command, during a heavy gale off the coast of China, rescued twenty-seven Chinamen, the crew of a sinking junk. He is still in the service of the Canadian Pacific Railway and has recently been engaged as chief officer of the steamship *Empress of India*.

Pyle, Capt. Thomas, was born in England in 1853. He came to the Pacific Coast in 1872, has been sailing north from San Francisco since, and for the past few years has been in command of the bark *Vidette*.

Quast, W., steward, was born in Hamburg, Germany, and before coming to the Pacific Coast followed his calling on Atlantic sailing vessels for five years. In 1862 he was on the well known steamship *Brother Jonathan*, and afterward on the *Pacific* and *Senator*. He has also run on the steamships *Santa Cruz*, *Dakota*, *Mexico* and *George W. Elder*, and has been in the employ of the Pacific Coast Steamship Company for twenty-two years. At present he is steward on the steamship *City of Topeka*.

Quigley, Thomas J., engineer, was born in San Francisco in 1852, and began his marine career on the steamers running between San Francisco and China. He afterward ran north on the old steamer *Pelican* for a couple of years, and was then on the Panama route for a few years. He then went to the *State of California*, running north, and has also served on the tug *Donald* and steamships *George W. Elder* and *Idaho*.

Quinn, James H., engineer, was born in San Francisco in 1858. He commenced the marine business in 1882 on the steamship *Columbia*, and is at present chief engineer of the steam whaler *Balena*.

Quinn, Thomas, mate, was born in Liverpool in 1851 and came to the Pacific Coast in 1871. He was mate on the bark *Buena Vista*, running north from San Francisco, and sailed in the employ of the Port Blakely Mill Company for several years. Since 1878 he has been engaged in fishing at Astoria, making occasional trips to sea.

Race, Capt. H. M., was born at sea in the Pacific Ocean in 1858. He commenced steamboating on Puget Sound on the *James Mortie*, and was afterward on the steamers *Georgie* and *Cyrus Walker*. In 1884 he purchased the steamer *Edna*, with which he has since been running in various parts of the Sound, making his headquarters at Whatcom.

Randall, Capt. Clement, San Francisco, is a son of Capt. Samuel Randall, with whom he commenced tugboating on the *Wizard* fifteen years ago. He has since been master of the tugs *Water Witch*, *Astoria*, *Wizard*, *Monarch* and *Vigilant*, being at present connected with the latter.

Randall, Thomas P., Oregon City, Or., purser of steamer *Ramona*, has also run on steamer *Latona*.

Randenier, F. J., mate on sailing vessels, has been running coastwise since 1855.

Rasmussen, Capt. J., was born in Denmark in 1845. He sailed out of German and English ports until 1870, when he came to San Francisco. On arrival he made a trip to China and then entered the coasting trade, running first as mate and then securing command of the schooner *Three Sisters*. At present he is master of the schooner *Vega*.

Rasmussen, Capt. N. J., Gardiner, Or., was born in Denmark in 1858. He has served as master of the schooners *Golden Gate*, *J. B. Leeds* and *Louise*, having had charge of the latter vessel for the past three years.

Rasmussen, Peter, mate on sailing vessels, San Francisco.

Rasmussen, Capt. R. P., San Francisco, was born in Denmark in 1860. He has been sailing north from San Francisco for fifteen years, and recently has commanded the schooner *Laura Madison*.

Reay, Robert, mate, Duwamish, Wash., was born in England in 1845. He sailed in the deep-water trade until 1886, when he came to Puget Sound and has been engaged most of the time since on the steamer *Skagit*.

Redmond, Joseph H., master and pilot, Seattle, Wash.

Reed, Capt. A. W., Gardiner, Or., was born in Maine in 1846. He was interested in a number of sailing vessels on the Atlantic Coast, and since coming to Coos Bay has been interested in a number of steamers, among them being the *Swan*, *Arago* and *Restless*.

Reed, Capt. Alfred, Empire City, Or., was born in Maine in 1863 and has been engaged in the marine business for fifteen years. He was for several months on the steamships *Wilmington* and *Haitian Republic*, and on the Sound has had charge of the steamers *Wasp* and *Mikado*. For the past year he has been master of the steamer *Arago*.

Reed, Capt. O., Coos Bay, Or., has been interested in the steamers *Ceres*, *Antelope*, *Little Annie*, and the schooner *Jennie Thelin*, sailing the latter for three years. At present Captain Reed is not following the water.

Reed, Olof, steamboat builder, Coquille, Or., was born in Norway in 1827. He has been interested in the marine business on Coos Bay since 1878. Among the vessels with which he is connected are the steamers *Antelope*, *Little Annie*, *Ceres* and several others.

Reed, Roger, engineer, Ballard, Wash., was born in Canada in 1871.

Rehfield, William, Astoria, Or., master and owner of steamer *E. L. Dwyer*.

Reid, James, steward, was born at Fort Simpson in 1853. He was first engaged on the old *Enterprise* in 1868, and since that time has been employed on the *George E. Starr*, *North Pacific*, *Maude*, *Wilson G. Hunt* and *Sardonix*. He is at present on the *Danube*.

Reid, John, Astoria, Or., mate on sailing vessels, was born in Ireland in 1862. He commenced sailing north from San Francisco on the ship *Yosemite* in 1883. He has served on a number of other well known coasting vessels and was steamboating for about two years on the *Lurline* and *Undine* on the Columbia River. At present he is engaged in boating at Astoria.

Reiner, Charles, mate, San Francisco.

Remmers, G. T., master of sailing vessels, was born in Germany in 1854. He came to the Pacific Coast in 1878 as mate on the schooner *Sadie F. Caller*, and has since run as mate and master of a dozen different coasters. At present he is master of the schooner *Melancthon*.

Rennie, R., mate, Victoria, B. C.

Rentz, Capt. John, Astoria, Or., was born in Missouri in 1852. He began boating on the Columbia in 1874, running the scow schooners *Elnorah* and *Anelia*. In 1883 he received master's papers and since then has commanded the steamers *Enterprise*, *Montesano*, *Lillian*, *Eclipse*, and many others of the "mosquito fleet" out of Astoria.

Rich, Capt. Chester, Astoria, Or., was born in Vermont in 1856. He commenced steamboating on the Columbia River in 1882, and for the past six years has had charge of the steamer *C. W. Rich*, of which he is owner, running her to the Lewis and Clarke River.

Richardson, Frank M., Vancouver, B. C., second assistant engineer of steamship *Victoria*.

Richardson, Capt. P. A., Seattle, Wash., was born in Massachusetts in 1848. He commenced his marine work on Puget Sound in 1888 on the steamer *Rec*.

Riddle, Capt. R. W., was born in New Hampshire in 1840 and has been steamboating on Lake Washington since 1889.

Ringrus, W., master of schooner *Ruby*, has been coasting out of San Francisco for twelve years.

Ritchie, James K., master and pilot, New Westminster, B. C.

Ritter, Robert, Victoria, B. C., mate on steamer *Dispatch*, has also served on coasting vessels.

Robbins, George K., Hoodport, Wash., retired master.

Roberts, Capt. T. W., Victoria, B. C., was born in Nova Scotia in 1854 and has been engaged in the marine business for twenty-two years, mostly in the deep-water trade and on sealing vessels. On coming to British Columbia in 1888, his first work was on the *Cariboo* and *Fly*. For the past few years he has had command of the steamer *Maude*.

Robertson, Daniel, steward, San Francisco.

Robertson, Harry E., mate, was born in Illinois in 1859. He has been steamboating on the Columbia River since 1884 and is at present on the *Dallas City*.

Robertson, John, Vancouver, B. C., engineer, was born in Pictou, Nova Scotia, in 1859. He commenced his marine career at Victoria in 1881 on the tug *Alexander* and is at present first assistant on the tug *Tepic*.

Robertson, Capt. Robert, Seattle, Wash., was born in Scotland in 1825 and came to California in 1849 as a seaman on the ship *Boston*. He sailed in the Sandwich Islands and Australian trade for several years, and in 1857 went to the Great Lakes, sailing out of Chicago, where he remained in charge of vessels until 1889, when he came to Seattle.

Robertson, Capt. W. H., was born at Tioga, Ill., in 1850. He began steamboating on the Willamette River in 1874. Most of the time since then he has spent on the *Stark Street Ferry*, running there as master for fifteen years. He retired from the water a few years ago and is now living in East Portland, Or.

Robinson, Capt. Edward N., Seattle, Wash., was born in New York and sailed out of Atlantic ports in the deep-water trade for nearly twenty years. He came to Puget Sound in 1889 and has since been connected with the steamer *A. R. Robinson*.

Robinson, John J., shipbuilder, was born in 1839. He arrived in Seattle in 1868 and has followed boat and ship building almost constantly since, having been employed on nearly all of the boats owned by Starr Brothers. At Victoria, where he is now living, he has been at work in Laing's shipyard for ten years.

Robison, Capt. E. N., Seattle, Wash.

Robison, Frank, mate on sailing vessels, has been running north out of San Francisco since 1885. He was also master of a small sternwheeler on Copper River, Alaska, and is at present connected with the ship *Occidental*.

Rod, Olof, mate and master of sailing vessels, Seattle, Wash.

Rodgers, F. R., engineer, Seattle, Wash., has engaged on lake steamers since arriving there three years ago.

Rogers, Auson, Marshfield, Or., master of the steamer *Butcher Boy*, running on Coos River.

Rogers, H. H., mate, Marshfield, Or., is running on Coos River.

Rogers, Hiram, mate, San Francisco, was born in England in 1831. He came to the Pacific Coast in the early fifties and ran for a long time on the brigs *Francisco*, *Marshall*, schooners *Page*, *Sierra Nevada*, and other pioneer vessels. He was on the ship *Caribbean* at the time of the Fraser River excitement, but soon afterward returned to England. He came to San Francisco again in 1875, and is still sailing out of the Bay City.

Rogers, Capt. James W., was born in California in 1866 and has been steamboating on Puget Sound and British Columbia waters for the past fifteen years. He was first connected with the steamer *Ada* at New Westminster and is at present with the steamer *Dunsmuir*.

Rogers, Lincoln, New Westminster, B. C., purser of *City of Nanaimo*, was born in Victoria in 1864. He has been engaged in steamboating since 1880.

Rogers, O. H. P., purser, New Westminster, B. C.

Rogers, S. C., master and engineer, Marshfield, Or., is at present connected with the steamer *Butcher Boy*.

Rogers, William, engineer, was born in San Francisco in 1865. He began steamboating at Burrard's Inlet in 1879, and was afterward on the *Ada* and other well known British Columbia steamers. He has recently been engaged on the steamer *City of Nanaimo*.

Roich, N. C., San Francisco, master of schooner *Fortuna*.

Rolandson, James, engineer, Marshfield, Or., was born in Denmark in 1854. He came to the Pacific Coast in 1874 on the ship *Warrior Queen*, which was wrecked near Point Reyes. He joined the tug *Fearless* in 1882, and has since been engaged on the tugs *Columbia* and *Hunter*, steamers *Comet* and *Yarro*, and was half owner of the latter.

Rooke, Thomas, engineer, Marshfield, Or., commenced his marine service on Coos Bay in 1888 on the tug *Katie Cook*, and is at present engineer on the steamer *Bianco*.

Rose, Perry S., engineer, Sydney, Wash., was born in Iowa in 1870 and has been engaged on Puget Sound since 1879. For the past few years he has been engineer on the steam launch *Nipsic*.

Rosendall, Capt. W., was born in Finland in 1860. He commenced sailing on the Pacific Coast in 1882 on the schooner *Eclipse*, and is at present in command of the schooner *Maria E. Smith*, on which he has been engaged as mate and master for the past nine years.

Ross, R. B., engineer, Port Townsend, Wash.

Ross, William E., steward of whaleback *City of Everett*, came to the Pacific Coast as steward of the *Empress of Japan*. He also served for three years on the steamship *Parthia*.

Rowe, George N., engineer, Seaside, Or.

Roy, O. T., Vancouver, B. C., seventh assistant engineer of steamship *Empress of India*.

Royds, Clement, retired master, Vancouver, B. C.

Ruger, Capt. Emmett V., Premont, Wash., was born in Wisconsin in 1864. He commenced steamboating in British Columbia in 1883 on the *William Irving*. He was engaged with the Canadian Pacific Navigation Company on various steamers for several years. At present he is not following the water.

Russell, Arthur, Victoria, B. C., steward of steamer *Islander*.

Russell, Thomas, engineer, Astoria, Or.

Russif, A., Victoria, B. C., has run as mate on sailing vessels coastwise since 1885.

Rutter, John H., boatbuilder, Astoria, Or., was born in England in 1840. He has been engaged in boatbuilding at Astoria for nearly twenty years. Among the vessels constructed by him are the steamers *Rip Van Winkle*, *Katata*, *E. L. Dwyer*, *Walluski*, schooners *Astoria*, *Hustler*, pilot schooner *Governor Moody*, sealing schooners *Bessie Rutter* and *Fisher Maid*.

Ryan, Alfred, engineer, Seattle, Wash., has been engaged on the Sound since 1888.

Ryan, J. B., San Francisco, first officer of steamship *Wellington*, was born in Cape Breton in 1859. He commenced sailing on the Pacific Coast on the steamer *Umatilla* in 1889.

Ryder, Robert, engineer, Vancouver, B. C., commenced his marine service on Lake Huron in 1883. He came to the Pacific Coast in 1890 and joined the tug *Velos*. He was afterward on the *Iona*, *Mermaid*, *Mamie* and others.

Safley, William, engineer, Florence, Or., has been running on Coos Bay in various capacities since 1872, most of the time as fireman and engineer.

Sain, W. T., engineer, Port Hadlock, Wash., was born in Ohio in 1867. He commenced his marine work on the *Richard Holyoke* in 1889 as fireman.

Sale, Charles, engineer, South Bend, Wash., was born at sea in the South Pacific Ocean in 1858. He began tugboating on the Columbia River bar in 1875 on the *Astoria*, *Columbia* and *Brenham*, remaining there for about six years. He then ran on the steamer *South Bend* on Shoalwater Bay four years, leaving her for the tug *Hunter*, where he ran two years and afterward the steamer *Alarm* for the same length of time.

Salte, A. E., Astoria, Or., master of steamer *O. K.*, has been on the Pacific Coast since 1880. He has held his present command for the past four years.

Saltostall, J. W., was born in Ohio in 1849. He came to the Pacific Coast in 1875, and, having previously run in the Pacific Mail line from New York to Aspinwall, he entered their employ at San Francisco, running first to Panama and afterward to China and Australia. He has recently been engaged on the steamship *Empire* as second assistant engineer.

Samaritter, Robert, mate on sailing vessels, was born in Germany in 1858, and began in the coasting trade on the Pacific in 1872. He has also served as master of several different steamers, and has recently been engaged as mate on the schooner *Twilight*.

Sampson, Charles, steward of steamship *Warrimoo*.

Sanders, Charles, mate and master, Astoria, Or.

Sanders, Capt. F. H., began sailing out of San Francisco coastwise in 1869 and is at present master of the schooner *Alcalde*.

Sanders, S., engineer, Seattle, Wash.

Saunders, Frank P., Vancouver, B. C., mate of steamer *Cutch*.

Saxe, C. G., master of sailing vessels, was born in Russia in 1846. He came to the Pacific Coast in 1869 and joined the ship *Elizabeth Kimball*, on which he served as sailor and second mate with Captain Keller until the vessel was lost in 1873. He has since been engaged as mate and master on a score of well known coasters, and for the past year has been on the schooner *Pavitan*.

Scandrett, A. J., San Francisco, first assistant engineer of steamship *State of California*, has also served on the *San Pablo* and *Los Angeles*.

Schiller, C., Vancouver, B. C., second steward on steamship *Empress of China*.

Schilling, J. E., engineer, Empire City, Or., was born in Ohio in 1863. He commenced his marine service on Coos Bay in 1888 on the steamer *Butcher Boy*, and afterward ran on

the *Express*, *Montesano*, *Varro*, and a number of other bay steamers.

Schmidt, John, master mariner, has been sailing north from San Francisco since 1879, most of the time in the coal trade.

Schrader, Capt. Paul, was born in Germany in 1850 and commenced going to sea in 1866. His first marine work in the Northwest was on the *Augusta*. He has since handled her and the *W. H. Harrison* on different coast routes.

Schroder, F., mate on sailing vessels, San Francisco.

Schultz, Charles, mate on sailing vessels.

Scott, A., mate and second mate on coasting vessels.

Scott, Alexander, keeper of the life-saving station at Bandon, Or., was born in Indiana in 1848. He came to Port Orford in 1889 and was engaged in sealing and fishing there for a number of years before being appointed to his present position.

Scott, James, Astoria, Or., engineer of *Columbia River Lightship No. 50*.

Scott, John W., engineer, Seattle, Wash.

Scott, J. W., engineer, Portland, Or.

Scott, O. W., engineer, was born in Brooklyn, N. Y., in 1860. He commenced his marine service in New York City in 1877, running on the principal steamship lines out of that metropolis. He came to the Pacific Coast as first assistant on the steamship *San Benito* and has since remained with her.

Seal, C. W., Vancouver, B. C., second officer of steamship *Empress of Japan*.

Sears, Albert A., mate and master, Victoria, B. C., was born in New Brunswick in 1864 and came to Vancouver, B. C., in 1891. He was first engaged on the *Comox* as mate, in 1893 was master of the *Coquillam*, and has recently been running as first officer on the steamer *R. P. Rithel*.

Settem, H. B., mate, Knappton, Wash., was born in Norway in 1869 and has been engaged on several small steamers at the mouth of the Columbia River.

Severy, D. E., engineer, Florence, Or., was born in Illinois in 1868 and commenced steamboating on the Siuslaw River in 1889.

Sewall, Arthur N., master of American ship *Benj. Sewall*.

Shade, Reuben, engineer, Tacoma, Wash., was born in Ohio in 1839 and commenced steamboating on the Ohio River on the *Telegraph No. 3*. He was afterward engaged on the Missouri and Mississippi rivers, running between St. Louis and Fort Benton. He came to Puget Sound in 1888, his first work being as second assistant on the *George E. Starr*. He went from her to the *Quickstep* and other steamers, where he worked four years, and then entered the employ of the Electric Light Works at Tacoma.

Shagrin, Capt. Charles, Nahcotta, Wash., was born in Sweden in 1852. He began sailing sloops on Shoalwater Bay in 1877.

Shaver, Lincoln, mate and pilot, Portland, Or.

Shaw, Andrew, Victoria, B. C., was born in Yorkshire, England, in 1829, and is supposed to be the only person now living who came out on the *Princess Royal* when she was brought to the Pacific Coast. On his arrival at Victoria he went to work on the Hudson's Bay Company's steamer *Beaver*, Captain Dodd. From her he was transferred to the *Otter*, and during his long career has served on all of that company's vessels with Captains Spring, Mouatt, McKay, Jones and others. At different times he was also connected with various other steam and sailing craft in the Northwest, among them being the schooners *Kate*, *San Diego*, *Mary Ann*, *Mink*, *Morning Star*, steamers *Emily Harris*, *Eliza Anderson*, and others.

Shaw, H. G., Tacoma, Wash., second officer of steamship *Tacoma*.

Shearer, George W., master and pilot, Renton, Wash.

Shearer, James, engineer, Renton, Wash.

Sheel, C., mate on sailing vessels, was born in Germany in 1858. He came to the Pacific Coast in 1881 and for some years has been running in the Sandwich Islands trade on the schooners *Robert Lewers*, *Alice Cook* and *Aloha*, having been connected with the latter for the past two years.

Sheldrop, J., mate on coasting vessels.

Shellgren, E., purser and steamboat owner, Long Branch, Wash.

Shephard, R. C., engineer, Victoria, B. C., was born in Montreal, Canada, in 1850, and has been engaged in British Columbia waters since 1887.

Shephard, P. F., engineer, San Francisco, was born in New York in 1858. He came to the Pacific Coast in 1878 and entered the marine service, first as oiler on the steamship *Santa Cruz*. He was also on the *State of California*, *Mariposa* and *Santa Rosa* as oiler and water-tender, and was then with the

City of Chester as second assistant for a year. He was afterward first assistant on the steamships *Ferndale*, *Mary D. Hume* and *Gypsy*, running on the latter vessel four years, and leaving her in October, 1893, for the *Bonita*, where he has since remained.

Shibles, Capt. Peter, Port Hadlock, Wash., was born in Maine in 1859. He commenced steamboating on the *Louise* on Puget Sound in 1884. He was afterward mate on the steamers *Josephine* and *Richard Holyoke*, master of the *St. Patrick* for two years, and of the *Louise* for the past five years.

Shirley, James, engineer, was born in Ireland in 1853 and commenced his marine service with the White Star line. He came to the Pacific Coast in 1882 on the steamship *Arabic* and has since been engaged on a number of well known steamships as second, third and first assistant. He has recently been engaged as first assistant on the steamer *Cleone*.

Short, Miles, assistant engineer of steamship *Santa Cruz*.

Short, Thomas, engineer, Seattle, Wash.

Shroll, J. T., Tacoma, Wash., master of steamer *Mela*.

Shubert, H. C., steward on coasting steamships, was for eight years in the United States Navy. He is at present on the steamship *Humboldt*.

Siggins, James, engineer, Portland, Or., was born in Ireland in 1849. He began on the Columbia River steamer *Dixie Thompson* in 1879. He was afterward engaged on Sound steamers and ran on the *Monticello* with Captain Hatch.

Sighorst, Capt. A., was born in Germany in 1843. After coming to this country he ran on Atlantic sailing vessels for a time, and began steamboating in the Northwest in 1863 on the schooner *Union Forever*, running out of San Francisco. During his thirty-two years on the Pacific Coast, he has been on the schooners *Mary Ellen*, *Thevesa*, *Mary Ruhne*, *Esther Ruhne* and *Ottilja Fjord*. He has held master's papers for twenty-one years.

Sikmund, Frank, engineer, Seattle, Wash., was born in Norway in 1857. He commenced steamboating on the *Rip Van Winkle* at Seattle in 1885 and has since served on the *Mabel* and numerous other Sound steamers.

Silovich, John, San Francisco, master of tug *Reliance*, has been in the tugboat service on San Francisco bar eleven years.

Simpson, William, engineer, South Bend, Wash., was born in Buffalo, N. Y., in 1841. He has been engaged in the Northwest since 1887, most of the time on Shoalwater Bay.

Slater, G. W., engineer, Seattle, Wash.

Slater, John, master of sailing vessels, has been running out of San Francisco since 1873. He first ran as mate on the *Two Brothers* and *Majestic*, and then took command of the *Oriental*, which he sailed for five years. He then had charge of the *Aureola* four years, leaving her for the *Wilna*, which he has commanded for the past six years, running in the Nanaimo coal trade.

Sloan, E. G., was born in Pennsylvania in 1837 and was engaged for twenty years as purser on Mississippi River boats. In 1882 he entered the employ of the Kelloggs of Portland, Or., running as purser on their steamers *Joseph Kellogg* and *North-west*, and also acting as agent for them.

Smart, John W., engineer, was born in New Brunswick in 1844. He commenced his marine work on the steamer *Eliza Anderson* in 1884, running with her and the steamer *Washington* until 1888, when he accepted a position with the Union Electric Company of Seattle, with whom he has since remained.

Smith, A. J., retired purser, Portland, Or., was engaged on the *Calliope* and a number of Willamette River steamers in the early part of the eighties.

Smith, Axel, engineer, was born in Norway in 1846. He joined the marine service in Sweden, leaving there in 1867 to come to the Pacific Coast. On his arrival at San Francisco he began running as first assistant engineer on the tug *Goliath*, and was afterward oiler and first assistant on the steamships *New World* and *Yosemite* on Puget Sound for three years. He then went as chief on the tug *Mary Ann* on Humboldt bar, remaining there seventeen years. He then placed the engines in the steamer *National City* and has been running as chief on her since.

Smith, Charles, mate, Port Blakely, Wash., began his marine career in the Northwest in 1865. He is at present connected with the ship *Kate Davenport*.

Smith, Capt. Charles, Port Townsend, Wash., was born in Germany in 1838. He began sailing north from San Francisco in 1880 and was engaged on sailing vessels for several years, among them being the ships *Elizabeth Kimball*, *David Hoadley* and bark *Revere*. Recently he has been operating the steam launch *Villa* at Port Townsend, running as master and engineer.

Smith, Capt. Charles D., was born in Port Townsend, Wash., in 1858, and is a son of the pioneer Capt. Henry Smith,

with whom he commenced steamboating on the *Etta White*. He was master of the tug *Estelle* for nearly three years, leaving her three days before she was wrecked. He also ran for a short time as pilot on the *Islander*, and for the past year has had command of the *Etta White*.

Smith, Charles T., engineer, Astoria, Or.

Smith, E. A., steward, Nelson, B. C.

Smith, Capt. E. W., was born in Wisconsin in 1855. He began steamboating on the *Comet* on Puget Sound in 1877 and has recently been master of the steamer *W. F. Munroe*.

Smith, Forbes A., engineer, Portland, Or., was born in Oregon City in 1872. His work has been mostly in connection with steamers in the Oregon Railway & Navigation Company's boneyard at Portland.

Smith, Frederick F., engineer, was born in Oregon City in 1864. He commenced steamboating as fireman on the *Idaho* in 1880, and has been in the employ of the Oregon Railway & Navigation Company almost continuously since, running most of the time on the Columbia River, although he was engaged for a while on Puget Sound. For the past few years he has been chief engineer of the steamer *Ocklahoma*.

Smith, Capt. H. B., was born in Maine in 1855. He has been sailing out of Northwestern ports since 1881, nearly all of the time as master. He was for seven years in charge of the schooner *Una*, leaving her in 1890 to take the *Gardiner City*, from which he was transferred to the *Zampa*. He next was in charge of the schooner *Sadie*, where he has since remained and with which he has made some splendid runs.

Smith, Henry S., engineer, La Center, Wash.

Smith, Hiram, steward, San Francisco.

Smith, James, Vancouver, B. C., sixth assistant engineer of steamship *Empress of China*.

Smith, James, Gardiner, Or., mate on Coos Bay steamers.

Smith, James, engineer, was born in Scotland in 1854. He came to the Pacific Coast about 1880 and ran for a short time on the steamer *C. M. Belshaw* on San Francisco Bay. He then went to the Columbia River, where he was engaged for three years on the steamer *A. B. Field*. He was next on the Tillamook steamer *Minnie Miller* for two years, leaving her to run in the coasting trade on the steamer *Dolphin*. About 1890 he was appointed engineer of the tug *J. M. Coleman* on Gray's Harbor and Shoalwater Bay, where he has since remained.

Smith, James J., engineer, Port Townsend, Wash., was born in California in 1864. His first marine work in the Northwest was on the steamer *Estelle*. He is at present engaged on the steamer *Alert*.

Smith, Joseph H., engineer of ocean steamships, was born in Liverpool, England, in 1843, and served for a long time in the Spanish Navy. He ran for several years in the Nauaimo coal trade as chief engineer of the steamship *Empire*.

Smith, L. C., mate, Olympia, Wash., began steamboating on the Columbia River in 1884.

Smith, L. D., engineer, Fairhaven, Wash., was born in Visalia, Cal., and has been steamboating on Puget Sound since 1889.

Smith, Peter E., San Francisco, engineer of steamer *Greenwood*, commenced his marine service on the Willamette River in 1873.

Smith, Thomas, engineer, was born in England in 1865 and has been connected with the marine business for sixteen years. He commenced in the Northwest in 1885 on the *Walla Walla*, and has recently been engaged as third assistant on the steamship *Queen*.

Smith, Thomas, master mariner, San Francisco.

Smith, Capt. Thomas G., Stanwood, Wash., was born in Maine in 1858 and commenced steamboating on Puget Sound on the *Susie* in 1885.

Smith, W. J., Tacoma, Wash., third officer of steamship *Tacoma*.

Smith, William A., engineer, was born at Olympia, Wash., in 1863. He began his marine work on the schooner *Ernest* and was afterward on the steamers *Ruby*, *Joe Adams*, *Rip Van Winkle*, *Fanny Lake*, *Blakely*, *Evangel* and others.

Smith, William G., mate, Hoodport, Wash., was born in Beverly, Mass. He began steamboating in 1869 on Puget Sound on the *Cyrus Walker*, and was afterward mate on the *Favorite* and the *Yakima*.

Snyder, C. W., engineer, Seattle, Wash., has been connected with the marine business for seventeen years.

Snyder, Samuel S., engineer, Sunshine, Wash., was born in Ohio. He began steamboating on the Coquille River on the *Little Annie*, remaining with her several years, and then going to Tillamook, where he was employed on the *General Garfield* and *Rosie Olsen*. He next went to Shoalwater Bay, where he was engaged on the *Restless*. Mr. Snyder has also been employed on Puget Sound steamers.

Sorenson, E., shipbuilder, Ballard, Wash., has been building steam and sailing vessels in the Northwest for the past twenty years. His best known production on the Willamette was the steamship *Yaquina*, and, on the Sound, the steamer *Monticello*.

Sorenson, Capt. P. C., Cœur d'Alene, Idaho, was born in Norway in 1833, and has been engaged in building and operating steam and sailing craft all his life. He built the first steamer on Cœur d'Alene Lake, and has also constructed a great many small steamers for the interior waters of the Northwest.

Sparling, Capt. Fred H., Seattle, Wash., was born in Detroit, Mich., in 1862. His steamboat experience in the Northwest was confined to his foolhardy trip with the old *Wide West*. He left here shortly afterward, and during the Chilean War was engaged on the celebrated battleship *Nichteroy*.

Spaulding, Capt. George C., Seattle, Wash., has had charge of the *Bee*, *Wasp* and other small towboats.

Spencer, Capt. Edward, was born in Norway in 1847. He came to the Pacific Coast about 1872 and entered the employ of the Oregon Steam Navigation Company on the steamer *Bonita*. He remained with the company in different capacities for nearly twelve years, and during that time performed considerable work as a submarine diver. In that capacity he has worked on the Ainsworth Bridge on the Columbia River, the Morrison Street Bridge on the Willamette, and the coal bunkers at Tacoma. He was one of the owners of the steamer *City of Sellwood*, which ran for several years between Portland and that thriving suburb. Captain Spencer moved to Ilwaco, Wash., several years ago and has since held the position of pilot commissioner for three terms.

Spiesecke, Oswin, engineer, Seattle, Wash., was born in Berlin in 1861. He commenced steamboating on Puget Sound in 1877 on the steamer *Phantom*, going from her to the *Mary Taylor*, *Fanny* and tug *Tacoma* until 1879, when he entered the Northern Pacific Railroad shops at Tacoma, remaining there until 1882. He subsequently ran for a short time as second assistant on the steamers *Tacoma* and *Olympia*, and then went to San Francisco and joined the steamship *Australia* as water-tender. On returning to the Sound he was chief engineer of the tugs *Katie*, *Tacoma* and *J. R. McDonald*. He went around to the Columbia River with the *Olympian* in 1891 and on his return went to the steamer *Politkofsky*, where he has since remained.

Spiesecke, William, engineer, was born in Prussia in 1832. He began steamboating on Puget Sound on the *Favorite* in 1873 and has run on the steamers *Phantom*, *S. L. Mastick*, *Tacoma*, *Politkofsky* and others.

Spiger, Henry, engineer, was born in Ohio in 1848 and has been engaged in the marine business for twenty-nine years. He began on the Ohio River and came to Puget Sound in 1883, where his first work was on the steamer *Glide*. He was subsequently on the *Augusta*, *Rip Van Winkle*, *Queen City*, *J. E. Boyden*, *Despatch*, *Fanny Lake*, *City of Ellensburg* and *Mounstaineer*.

Spofford, E. R., engineer, Marshfield, Or., was in the marine business on Lake Superior tugboats, and has also followed his calling on the tugs *Hunter* and *Liberty* on Coos Bay.

Spong, Capt. A. J., was born in Oregon in 1858. He commenced steamboating on the *Orient* in 1887 and was afterward mate on the *Occident*, *N. S. Bentley* and *Three Sisters*. Since April, 1891, he has been alternately master of the *Latona* and *Ramona*, owned by the Oregon City Transportation Company.

Spratt, Chas. J. V., steamboat owner, Victoria, B. C., is a son of the late Capt. Joseph Spratt and was born in Victoria in 1873. He is also the proprietor of Spratt's wharf.

Springateen, B. F., chief engineer, Napa City, Cal., was born in Albany, N. Y., in 1825. He commenced steamboating on the Hudson River in 1840, came to the Pacific Coast in 1851, and was for a long time in the employ of the California Steam Navigation Company. In 1861 he was running north as third assistant on the *Brother Jonathan*. Since that time he has been engaged on steamers in California waters.

Stannard, Edward F., master of steam and sailing vessels, was born in Westport, Conn., in 1842. His last work in the Northwest was on the steamship *George W. Elder*.

Stanton, Thomas, shipbuilder, Victoria, B. C.

Staples, Lorin S., bar pilot, Astoria, Or.

Starr, Charles, mate of the bark *Fairchild*, has been coasting on the Pacific since 1871 in the coal and lumber trade.

Starr, William, mate and master, Astoria, Or.

Staveley, Edward C., purser, Seattle, Wash.

Steele, Capt. John, Victoria, B. C., was born in Rhode Island in 1858, and has been employed on British Columbia steamers since 1887.

Steel, Robert, engineer, Victoria, B. C., was born in Glasgow, Scotland, in 1857. He commenced running out of Victoria five years ago and has recently been engaged as second assistant on the steamer *Joan*.

Stephens, Charles, steamship mate, was born in Russia in 1851 and began sailing out of Rotterdam, Holland, when a boy. He arrived on the Pacific Coast in 1874, and worked as quartermaster on the steamships *Mohongo*, *Constitution*, *Pacific*, and as third officer on the steamers *Ancon*, *Constantine* and *Victoria*. He has been on the *State of California* for the past thirteen years, three years as second officer, three years as third officer, and seven years as first officer.

Steve, Augustus, mate on coasting vessels, San Francisco.

Stevens, Capt. Francis, was born in Vancouver, Wash., in 1858 and began steamboating in 1878. He has run as mate, master and pilot on the Columbia River and on Puget Sound steamers, and has recently been connected with the Vancouver Ferry.

Stevens, Frank, master on sailing vessels, San Francisco.

Stevenson, Edward, engineer, Victoria, B. C., was born in Newcastle, England, in 1866. He came to British Columbia in 1887, serving first as assistant engineer on the tug *Pilot* for two years and then working in the Albion Iron Works. For the past five years he has been engaged on the steamship *Costa Rica*, on which he is at present first assistant.

Stewart, A. J., steward, San Francisco.

Stewart, Charles E., mate, Seattle, Wash.

Stewart, Capt. Charles E., Edmunds, Wash., commenced his marine work on the Sound in 1889 on the tug *Holyoke*.

Stickler, G. M., Oregon City, Or., was born in Pennsylvania in 1836. While in the employ of the People's Transportation Company he assisted in constructing the *Albany*, *Dayton*, *Success*, *McMinnville* and *Senator*. Mr. Stickler has retired from shipbuilding.

Still, Capt. Walter, was born in England in 1853. He entered the marine business in 1874 at Utsalady on the steamer *Linnie*. He was afterward on the *Gertrude*, running to the Stickeen River and Alaska, and also on the tug *Blakely*, steamers *Hornet* and *De Haro*, carrying mail, freight and passengers out of Fairhaven.

Stinson, Benjamin F., Seattle, Wash., engineer of steamer *Mary Peley*.

Stockfleth, Capt. John, was born in Germany in 1847. He came to the Pacific Coast in 1867 and joined the ship *El Dorado* at San Francisco. He was next mate on the schooner *Dashing Wave* and afterward second mate on the bark *Architect*. He subsequently entered the employ of Hobbs, Wall & Co. as master of the schooner *J. G. Wall*, continuing there for eight years. Captain Stockfleth then took command of the steamer *Crescent City*, which he ran for eight years, leaving her in 1890 to go to the steamer *Del Norte*, where he has since had charge.

Stone, Charles, agent of the Columbia River & Puget Sound Navigation Company, Astoria, Or.

Stoneman, Capt. John W., began steamboating on the middle Columbia in 1877, having previously sailed in deep-water ships all over the world. He was overseer of the construction of the Columbia River Jetty from its inception.

Straud, C. F., mate and master, San Francisco, was born in Norway in 1866. He came to the Pacific Coast in 1883 and has been engaged on a number of well known coasting steamers.

Strantinan, F., mate and second mate on sailing vessels, San Francisco.

Stromberg, John, engineer, Port Townsend, Wash., was born in Sweden in 1865. He came to the Sound in 1886, served four years on the revenue cutter *Oliver Wolcott*, and has since been engaged on the tugs *Collis*, *Holyoke*, *Discovery*, and the steamer *Angeles*.

Stuart, C., captain of the life-saving station at Fort Canby, Wash.

Studdert, Hugh, engineer, Roche Harbor, Wash., was born in Ireland in 1869. He commenced steamboating on Puget Sound in 1886 on the *J. B. Libby*. He was afterward on the steamship *Wilmington* until she burned, and then went to the steamer *Harry Lynn*.

Stull, John P., engineer, Seattle, Wash., was born in Toronto, Canada, in 1869. He began his marine work on the steamer *Polittkofsky* in 1888, and afterward served as engineer on the steamers *Volga*, *Glide*, *Grace*, *Kirkland* and *C. C. Calkins*, leaving the water to take the position of chief engineer at the Madison Street Power-house.

Stutsman, Henry, engineer, was born in Iowa in 1859. He began steamboating on the Columbia River in 1877 on the *Luckiamute Chief*. He was afterward on the *City of Salem* and chief engineer of the Lewis River Transportation Com-

pany's steamers, leaving the river a few years ago to accept a position as chief engineer of the Burnside Street Bridge at Portland.

Sudlow, Capt. Thomas M., was born on the Atlantic Ocean in 1859 while his parents were en route from Liverpool to New York. His first work was in New York harbor on the steam pilot-boat *Hercules*, and he was afterward engaged in boating on Yellowstone Lake. He came to Puget Sound in 1887 and was employed on the tug *Queen City*. Captain Sudlow was subsequently on the *Laurel* and a number of other well known Sound steamers.

Sullivan, J. D., engineer, has been running on vessels out of San Francisco since 1873, when he began on the steamer *Ajar*. He has most of the time since been in the employ of the Pacific Mail Steamship Company, and was one of the crew of the *Montana* when she burned in the Gulf of California, off Guaymas, Mex.

Sullivan, John, engineer, was born in San Francisco in 1867. He commenced his marine service on the steamship *Humboldt* in 1883, leaving a year later for a term of five years in a machine shop. He was afterward first assistant on the steamship *Mexico*, and for three years was second assistant on the *City of Topeka*. In 1892 he made a trip north on the steamer *Jeanie* with supplies for the whaling fleet.

Sullivan, William, mate on sailing vessels, San Francisco.

Summers, Abner H., engineer, was born in Oregon City, Or., in 1846, and began his career as fireman on the old steamer *Onward* in 1862, running on the Willamette River. He afterward served on the People's Transportation Company's boats *Relief*, *Enterprise*, *Reliance*, *Active*, *Albany*, *Fannie Patton*, *Echo*, *Alice*, *Shoo Fly*, *Success* and *Dayton*. Mr. Summers is now connected with the steamer *Harvest Moon*.

Sutherland, John, mate, Seattle, Wash.

Sutherland, Capt. John, Sapperton, B. C., was born in the Shetland Islands in 1867 and came to the Fraser River in 1888. He was on the tug *Iris* for two years, and for the past four years has been master of the tug *Brunette*.

Svenson, Capt. A. W., Victoria, B. C., was born in Sweden in 1859. He has been engaged on the Pacific Coast since 1880, beginning as quartermaster of the steamship *Grenada*. He was afterward on the *Queen*, *Santa Rosa* and *Mexico*, and was for three years mate on the schooner *Courser*. He was then in command of the schooner *Blakely*, subsequently taking charge of the old bark *Southern Chief*.

Svenson, B., mate on sailing vessels, was born in Norway in 1856. He came to the Pacific Coast on the ship *Harvester* in 1877, and has been mate on a large number of coasting vessels, at present holding that position on the *C. B. Kenney*.

Swain, Frank D., mate and master, has been sailing out of San Francisco since 1885.

Swain, George, steward, came to the Pacific Coast in 1882. He served on a number of sailing vessels, was also in the employ of the Pacific Coast Steamship Company, and has recently been engaged on the steamship *Mackinaw*.

Swan, J. Herbert, Tacoma, Wash., surgeon of steamship *Victoria*.

Sweeney, L. C., mate on sailing vessels, has been running north from San Francisco since 1883. He has recently been engaged on the ship *India*.

Talbot, W. J., steward, Portland, Or.

Tanner, John, engineer, Seattle, Wash., began on Puget Sound in 1889 on the steam schooner *Lucy Love*. He has since been connected with a number of small steamers, of some of which he was part owner.

Tarte, Alfred A., engineer, Blaine, Wash., was born in Esquimalt, B. C., in 1865. He has been employed on the *Brick*, *Evangel* and other steamers run by Capt. James W. Tarte.

Taylor, D. O., purser, has been employed on the *Lurline* and other steamers belonging to Jacob Kamm.

Taylor, William, master of American ship *Reaper*.

Tell, John H., master and pilot, Portland, Or.

Tew, Oren L., engineer, Shelton, Wash., has served on the steamers *Aberdeen*, *Claw McDonald*, *City of Aberdeen* and *Willie*.

Tew, Capt. Thomas S., Seattle, Wash.

Thain, John, engineer, Victoria, B. C., was born in France. He served an apprenticeship of five years at the Thames Iron Works in London, England, going from there to Singapore, India, where he joined a coasting steamer as second assistant. He remained in the employ of a number of Oriental steamship companies until 1887, when he joined the steamship *Nunubc* and came to Victoria as first assistant. He is at present chief engineer of the steamer.

Thain, M. W., harbor master and port warden at Vancouver, B. C., was born in St. John's, New Brunswick, in 1834.

and began going to sea when a mere boy. In 1855 he was mate of an American vessel trading to Hongkong, and remained there in the coasting trade for several months. He afterward was sailing on the Atlantic and to South American ports, and on coming back to the Pacific Coast spent some time in the Fraser River mines. He subsequently engaged in the stevedoring business, and in 1885 was appointed harbor master at Vancouver, which office he has since filled.

Thatcher, Joseph, purser, Whatcom, Wash., has been connected with the steamers *Idaho*, *Daisy*, *Eliza Anderson* and *Messenger* on Puget Sound.

Theilsen, Capt. Henry, Tacoma, Wash., was born in New York in 1861 and began steamboating in 1878. He has owned several small steamers on the Sound and at present is in command of the steamer *Blue Star* of Tacoma. Captain Theilsen was owner of the steamer *E. M. Gill*, burned at Allyn, Wash., in 1892.

Thomas, Erskine, engineer, Seattle, Wash., was born in Massachusetts in 1862. He commenced work on the Sound on the *Eliza Anderson* and has recently been in the employ of the Northwestern Steamship Company.

Thomas, Capt. Frank, Olympia, Wash.

Thomas, W. R., was born in Oregon City, Or., and is a son of John T. Thomas, builder of the *Hoosier*, *Carrie Ladd* and other pioneer steamers. He began steamboating on the Willamette River in 1877, ran there as mate and engineer for several years, and afterward went to the Sound. He has recently been engaged on the Oregon Railway & Navigation Company's steamers on the upper Columbia and Snake rivers.

Thompson, A., San Francisco, master of schooner *Bender Brothers*.

Thompson, Harvey K., engineer, has been in the marine business for sixteen years. He began service on the Pacific Coast in 1890, and has run as chief of the tugs *Astoria* and *Traveler* and of the steamer *Signal*. He has held a similar position for two years on the steamer *Crescent City*.

Thompson, J., master of ship *Euphrosyne*, in the Liverpool and Portland grain trade.

Thompson, J. R., mate, Seattle, Wash., owner of steamer *Lydia Thompson*.

Thompson, M., San Francisco, ship carpenter of schooner *Aloha*.

Thompson, Nicholas, chief engineer, Vancouver, B. C., was born in England in 1853. He commenced his marine service in the Northwest in 1888 and has recently been engaged on the tug *Tepic*.

Thompson, T., San Francisco, master of bark *S. C. Allen*, was born in Norway in 1853 and has been sailing out of San Francisco since 1873. He brought the *Allen* out from the East and has been master of her since.

Thompson, T. H., mate on sailing vessels, San Francisco.

Thompson, Theodore, mate on sailing vessels, was born in Norway in 1856. He sailed out of European ports for eleven years and came to the Pacific Coast in 1882. He at first engaged in the coasting service and then began sailing in the Sandwich Islands trade, where he has since continued. Mr. Thompson is at present employed on the schooner *Jennie Thelin*.

Thompson, W. C., engineer, Seattle, Wash.

Thompson, Capt. W. H., Nanaimo, B. C., was born in Liverpool, England, in 1848. He was sailing out of San Francisco in 1870 and was afterward connected with the steamer *Lilly* on Puget Sound for a short time. He retired from the water several years ago and has since been engaged in business at Nanaimo.

Thompson, William, steamship mate, was born in Germany in 1860. He began running between San Francisco and Puget Sound in 1873 on the *George W. Elder*, and is at present on the *Al Ki*.

Thornton, Henry M., engineer, was born in Australia in 1861. He began steamboating on the Columbia River in 1877 with the Oregon Railway & Navigation Company, his first work being on the *Idaho*. He left the Columbia several years ago and has since been following his profession on Puget Sound. For several years past he has been running as chief engineer of the steamer *Sarah M. Renton*.

Thorsen, Lars, San Francisco, mate of steamer *Tillamook*.

Tibbals, H. L., Jr., Port Townsend, Wash., steamship agent and shipping commissioner, was born in Port Townsend in 1859 and is a son of Capt. H. L. Tibbals.

Tibbitts, George H., mate on sailing vessels, Berkeley, Cal.

Tichenor, A. K., steamship purser, San Francisco.

Titus, James A., engineer, Kent, Wash., was born in California in 1869. His first steamboating was as mate on the *Comet*, but he soon afterward secured an engineer's license and has since been connected with the steamers *Jessie*, *Al Ki*,

James McNaught, *Susie*, *Edna*, *Lone Fisherman*, *Idaho*, *Welcome*, *Emma Hayward* and others.

Tobin, William, president of the Steamship Firemen's Association, was born in Ireland in 1860. He came to the Pacific Coast in 1876, his first work being on the steamship *Great Republic*. He afterward ran for several years on the Portland and San Francisco steamers and also on steamers running north. Mr. Tobin was one of the crew of the *Idaho* when she was wrecked near Race Rocks, and since that time has been living in Seattle, looking after the interests of the association he represents.

Todd, Donald, engineer, Vancouver, B. C., was born in Victoria in 1853. He began his marine work as fireman on the steamer *Woodside*, where he served four years, running for a similar length of time on the steamer *Elta White*. He was afterward engaged as second assistant on the steamers *Thistle*, *Cognitiam*, *Capitano* and *Rainbow*, still being connected with the latter.

Toffor, H., master of sailing vessels, was born in Germany in 1849. He has been engaged on coasting schooners since 1870 and is at present on the *Twilight*.

Tompkins, B., steward with the Columbia & Kootenai Steam Navigation Company, Nelson, B. C.

Tonneau, Jacob, mate, Port Blakely, Wash.

Topping, W. F., agent of the Oregon Railway & Navigation Company's Oriental Steamship Line, Portland, Or.

Tornstrom, Capt. W., was born in Stockholm, Sweden, in 1853. He began sailing on the Pacific Coast on the bark *Frontes*, and since then has been master of the schooners *Alice*, *Marion*, *Ida*, *Florence*, *Fairy Queen*, *Ivy* and *Comet*.

Towne, Moses J., engineer, Gardiner, Or., was born in Maine in 1859. He has been steamboating for eight years on the Umpqua and Siuslaw rivers.

Tracey, Charles H., engineer, was born at Nantucket, Mass., in 1854. His first work on the Pacific Coast was at Port Townsend on the steamer *Despatch*. He was also engaged on the little steamer *Underwriter*, and was then for three years engineer at the Spring Valley Water Works at San Francisco. On returning to the water he engaged on the steamships *Mexico*, *Los Angeles*, *Pasadena*, *Jeanie*, *Del Norte* and *Oregon*, with the latter of which he ran as first assistant.

Treanor, Capt. William, was born on Prince Edward Island. He has been sailing on the Pacific Coast since 1876 and was first engaged on the schooner *Trustee* until she was wrecked at Gray's Harbor. He was next on the brig *North Star*, barkentine *Webfoot*, schooners *Fanny Adele*, *Maid of Orleans* and *J. M. Coleman*.

Trebell, John, mate, has been coasting north from San Francisco since 1872. He ran for several years in the employ of the Pacific Mail Steamship Company, and was three years in the United States Navy. He was second officer on the steamship *Crown of England* when she was wrecked in 1894.

Tregonning, W. M., wharfinger Dunsmuir Coal Company, Departure Bay, B. C.

Trewren, Joseph P., mate and pilot, was born in England in 1857. He came to the Pacific Coast in 1879 and joined the United States survey steamer *McArthur*, remaining with her for a year. For the next seven years he was in the trade between San Francisco and Puget Sound on steam and sailing schooners. In 1887 he joined the tug *Relief* as mate, running on her until the completion of the *Fearless*, with which tug he has since remained.

Troutman, Capt. Daniel, Seattle, Wash., was born in Indiana in 1840 and sailed in the deep-water trade for nearly thirty years. He came to Puget Sound in 1888 and took command of the *Duck Hunter*. He has recently been operating the steamer *Della*.

Trudgett, Robert, steward, San Francisco.

Trullinger, P. A., master and pilot, Astoria, Or., was born in Oregon in 1855. His first steamboating was on the *Minnehaha*, built on Sucker Lake. He also served with her on the Willamette River, and then retired from the water for several years. In 1887 he was master of the steamer *Governor Newell* on the lower Columbia River.

Trumbull, H. A., engineer, Tacoma, Wash.

Tucker, H. R., engineer, Bothell, Wash., was born in Massachusetts in 1851. He was engaged in the deep-water service on steamships until 1885, when he came to Puget Sound and joined the steamer *Gazelle*. He has since served as engineer on the steamers *Eliza Anderson*, *Edith*, *Duck Hunter*, *Violet*, *Hornet* and *Katherine*.

Tukey, John F., pilot, was born in Maine in 1831 and came to the Northwest in the fifties. For twenty years he carried the mail between Port Townsend and Port Discovery. Mr. Tukey retired from the water several years ago and is now living on a farm near Port Townsend, Wash.

Tullock, William K., retired purser, Victoria, B. C., followed the marine business for twelve years. He was in the employ of the White Star line on the Atlantic, and on coming to the Pacific entered the service of the Occidental & Oriental Steamship Company, running between San Francisco and Hongkong. He was on the steamship *San Pablo* when she was wrecked on Turnabout Island, and retired from the business soon afterward.

Tully, John, steward, Portland, Or.

Tumelty, John, engineer, Victoria, B. C., was born in Liverpool, England, in 1865. He came to the Pacific Coast on the *Abyssinia* in 1887, and on arrival joined the steamer *Rainbow* for three years. He was afterward on the *Maude*, *Thistle*, *Lorne*, *Coquillam* and *Daisy*. Before coming to the Coast, Mr. Tumelty served for seven years on Atlantic steamers.

Turk, R. E., surfman life-saving station, Fort Stevens, Or.

Turner, Charles B., engineer and boatbuilder, Joseph, Wallowa County, Or., was born in California in 1854. He commenced marine work on the steamer *General Canby*. He has recently been engaged on the steamer *Alpha*, the first and only steamer on Wallowa Lake.

Turner, Harry, mate, Seattle, Wash.

Turpel, William, shipbuilder, Victoria, B. C., built the steamer *Standard* and many other well known vessels. In 1894 he constructed a marine railway at Victoria, which is one of the most complete on the Pacific Coast, taking but fifteen minutes from the time the vessel leaves the water till she is in a position for repairs.

Twineham, Charles, steward, Portland, Or.

Uren, Thomas, mate, Tacoma, Wash., began steamboating on the *North Pacific* in 1879 and has since been connected with all of the leading steamers on the Sound. He has recently been engaged on the steamer *Typhoon*.

Valentine, W. B., pilot, was born in Ohio in 1825. He came to Astoria in 1855 and began running on the steamer *Senorita* as deckhand with Captain Wells. He went to the Chehalis River in 1856 on the schooner *General Harney*, and when the old steamer *Chehalis* commenced running there he was engaged with her for about a year. He then retired from the service until about 1883, when he established the Montesano Ferry across the Chehalis River, which he is still operating.

Van Tassel, William, engineer, Tacoma, Wash.

Veal, John J., Vancouver, B. C., master of steamer *Skidegate*.

Vickery, Hubert, mate, San Francisco.

Vierow, August, engineer, Seattle, Wash., was born in Germany in 1832. He came to the Pacific Coast in 1857 on the brig *George Emery*, Captain Dryden, landing at Port Discovery, Wash. He then went to the Fraser River mines, where he remained until 1859, when he ran the sloop *Black Shark* on the Snohomish River in the jobbing trade. After the *Shark* was lost on Cape Flattery, he took the bark *Malory* in 1863. She became water-logged and was run into Neah Bay, where she soon broke up. In 1868 he began steamboating on Coos Bay on the tug *Fearless*, which was wrecked in 1873. Mr. Vierow has retired from the marine business.

Vivian, Charles, engineer, San Francisco, was born in England in 1858. He served an apprenticeship in Cornwall, England, and came to the Pacific Coast in 1882. He served for eight years on the steamship *Oceanic*, on which he was running as second assistant when she ran down the *City of Chester*. Mr. Vivian has recently been engaged as second assistant on the steamship *Costa Rica*.

Von Dahlern, G. H. F., San Francisco, master of bark *Aureola*.

Wade, G. H., engineer, Seattle, Wash., was born in Maine in 1856, and has been engaged in the marine business since 1876, commencing on the Columbia River steamer *Lurline*. He was for many years engaged on ferry steamers between Portland and Albina before the completion of the bridges, and was afterward on the steamer *Hermina* until she burned at Willow Bar on the Columbia.

Walker, Donald, shipbuilder, Victoria, B. C., was born in New Brunswick in 1829, going from there to Oshkosh, Wis., where he was engaged in building lake vessels for twenty years. Since coming to the Pacific Coast he has confined his operations to repairing vessels, and is part owner of the schooner *Carlotta G. Cox*, built in 1890.

Walker, G. M., master and pilot, Portland, Or.

Walker, T. C., engineer, Vancouver, B. C., was born in Ontario, Canada, in 1868. He came to the Northwest in 1890, was second assistant on a number of steamers, and has recently served as engineer on the tugs *Agnes* and *Glide*.

Walker, Thomas W., Vancouver, B. C., steward of steamship *Empress of India*, was born in Liverpool, England, in 1858. He was one of the crew of the steamship *Oregon*, wrecked off Fire Island several years ago.

Walker, William C., mate on sailing vessels, was born on the Isle of Wight in 1867 and has followed the sea since he was fourteen years of age. He has been coasting out of San Francisco for the past ten years and is at present second mate of the ship *Etwell*.

Wallace, Albert, mate and second mate on sailing vessels, San Francisco.

Wallace, Charles, engineer, San Francisco.

Walters, John, mate and master, Vancouver, B. C., had command of the steamer *Vancouver* in 1891 and has recently been engaged as first officer on the steamer *Comox*.

Walton, William G., engineer, San Francisco, was born in England. He has been in the marine service for about fourteen years, ten of which were spent on the Pacific Mail Steamship Company's steamship *City of Peking*, running from San Francisco to Hongkong. He is at present on the steamer *Point Loma*, running to Gray's Harbor.

Wann, Fred, mate on sailing vessels, was born in Sweden in 1860. He commenced sailing on the Pacific Coast in 1880 in Pope & Talbot's employ. His last vessel was the schooner *Glendale*, on which he has been running for two years.

Ward, D. H., master of sailing vessels, was born in California in 1858. He commenced sailing north in 1881 on the bark *C. O. Whitmore* and has recently been connected with the barkentine *Amelia*.

Ward, Robert, master mariner, Victoria, B. C.

Ward, S. F., engineer on Lake Washington, Seattle, Wash.

Warren, Augustus, engineer, was born in Lowell, Mass., in 1837. He began steamboating on the Stickeen River in 1875, the sternwheeler *Hope* being his first vessel.

Warren, Frank S., master of steamer *Zephyr*, Tacoma, Wash., was born in New York and has been steamboating on the Sound since 1884.

Warren, W., engineer, San Francisco.

Watkins, Capt. R. J., Chelan, Wash., was born in Pennsylvania in 1856. His first steamboating in the Northwest was on the *Helle* on Lake Chelan in 1890. In 1894 he built the steamer *Stehekin*, which he has since been running on the lake.

Watts, James, engineer, New Westminster, B. C.

Watts, Oscar E., mate on sailing vessels, was born in Maine in 1856. He began sailing on the bark *Whistler* out of San Francisco in 1877 and has recently been engaged on the ship *Wachussett*.

Watts, Capt. W., Vancouver, B. C.

Weatherwax, Capt. J. M., Aberdeen, Wash., was born in New York in 1826. He is interested in the schooner bearing his name, and also a number of other vessels operated in connection with his lumber business at Aberdeen.

Weaver, Harry P., mate on sailing vessels, San Francisco.

Webb, R. D., mate and pilot, Seattle, Wash., was born in Union City, Wash. He has been steamboating on Puget Sound since 1883, his first vessel having been the *Josephine*.

Webber, Charles, mate and master, was born in Germany in 1860 and has been on the Pacific Coast since 1873. He has run as mate on a large number of well known coasting vessels, and is at present on the *Nonantum*.

Weber, Capt. Henry, was born in Germany in 1862. His first work in the Northwest was as quartermaster on the steamer *Olympian* in 1884. He was also on the tug *Richard Holyoke* and various other Sound steamers, and for two years was owner and master of the steamer *Joe* on Hood's Canal.

Webster, Charles A., steward, San Francisco.

Weeks, Philip W., shipping master, Astoria, Or.

Weiss, William, engineer, Seattle, Wash.

Weiss, William, engineer, Whatcom, Wash., was born in Germany in 1860. He began steamboating in the Northwest on the Fraser River steamer *Gem* in 1879 and is at present engineer of the steamer *Edna* at Whatcom.

Welch, John W., master and pilot, Astoria, Or.

Welch, Madison, engineer, Portland, Or.

Welden, George, first assistant engineer on United States steamer *Manzanita*, Astoria, Or.

Wescott, William, mate and second mate on coasting steamships, has been sailing out of San Francisco since 1880. He has recently been connected with the steamship *Al Ki*.

West, Capt. Fred C., Seattle, Wash.

Westerman, George, engineer, Olalla, Wash.

Wheeler, Capt. Roscoe, San Francisco, was born in Gloucester, Mass., in 1832. He commenced his marine work on the Pacific Coast in 1866 and for the past twenty years has owned and run the tug *Lottie*.

Whelan, Capt. Thomas, Bothell, Wash., was born in Philadelphia, Penn., in 1865. He commenced steamboating on

Puget Sound on the Idaho in 1881 and has recently been engaged on the little steamer *Duck Hunter* on Lake Washington.

White, Capt. Thomas D., Marshfield, Or., was born in Iowa in 1866. He commenced his marine service on Coos Bay in 1889 and has had charge of the steamers *Coos*, *Yarro* and others.

White, William H., steward, Tacoma, Wash., commenced on the *Otter* in 1882 and has recently been engaged on the *Zephyr*.

Whitehead, A., shipbuilder, Oakland, Cal.

Whitehead, Edward K., mate, Portland, Or.

Whitfield, Capt. William, Snohomish, Wash., was born in London, England, in 1846. The greater part of his marine work has been as purser, and in that capacity he ran with Captain Low on the steamer *Nellie*, Captain Merwin on the *W. K. Merwin*, Capt. Daniel Benson on the *City of Quincy*, and Capt. Henry Bailey on the *Mabel*.

Whitney, Albert, master of sailing vessels, was born in Harvard, Mass., in 1841. He has been engaged on the bark *Raphael* for twelve years, ten of which he has been master.

Whitney, George H., mate on steam colliers, was born in New Brunswick in 1859. He came to the Pacific Coast in 1883 with the steamship *Barnard Castle*, on which he was engaged for two years as second and first mate. When the *Castle* was lost he joined the *Wellington*, and has since served on nearly all of the best known colliers running north.

Whitney, Capt. William, was born in New Orleans, La., in 1842, and commenced sailing out of his native port at the age of eleven. He first arrived on the Pacific Coast in 1858, going at once to the mines, where he remained for a year. On his return he joined the schooner *F. P. Green* in the Shoalwater Bay oyster trade. He was afterward master of the schooner and has since had command of a number of coasting vessels. He was master of the *Corona* when she was lost near Mendocino, and is at present in charge of the schooner *Jessie Miner*.

Whitson, Thomas, San Francisco, mate on sailing vessels.

Wielke, Fred, San Francisco, second mate on schooner *Aloha*.

Wikander, F., Eureka, Cal., mate and second mate on sailing vessels.

Wikmen, John A., mate on sailing vessels.

Wilcox, H. R., keeper of the Coos Bay Life-saving Station.

Wilke, P. M., mate, San Francisco.

Wilkie, Robert, mate, Portland, Or.

Wilkins, George, mate of bark *McNear*, was born in Germany in 1848 and has been coasting north from San Francisco since 1868.

Willey, George B., purser, Olympia, Wash.

Willey, Capt. Lafayette, is a native of Maine and began steamboating on the *Susie* on Puget Sound in 1877. He is at present master of the steamer *Multnomah*.

Willey, P. L., Olympia, Wash., master of steamer *City of Aberdeen*.

Willey, Samuel, was born in Maine in 1826 and arrived on the Pacific Coast in 1859. He began the steamboat business at Olympia in 1880 with the steamer *Susie*, which he sold in 1883 and bought the *Willey*. In 1889 he bought the steamer *Multnomah*.

Williams, A. J., engineer, Bothell, Wash., was born in Philadelphia, Penn. He has been in the marine business for thirty years, most of the time on Atlantic Coast steamships. He commenced on Puget Sound in 1888 on the steamer *Politkofsky*.

Williams, Albert J., engineer, Bothell, Wash., was born in Philadelphia in 1846. He has been engaged on the steamer *Duck Hunter* on Lake Washington for several years.

Williams, Capt. C. H., Eagle Harbor, Wash., was born in New York City in 1855. He built the steamer *Toto* in 1889 and ran her four years.

Williams, Charles, mate, was born in Norway in 1864. He began sailing out of San Francisco on the barkentine *Tam O'Shanter*, and was afterward on the *Harvester*, *Occidental* and *Wilmington*. He was master of the schooner *Mary Parker* and has also served on the tugs *Holyoke*, *Mastick*, *Mogul* and *Tacoma*. Mr. Williams is at present on the steamer *Brick*.

Williams, Charles H., engineer, Gig Harbor, Wash.

Williams, Capt. G. W., Bandon, Or., was born in Indiana in 1842 and commenced steamboating on the Snake River on the *Annie Faxon* in 1886. He has not been in active service for several years but is interested in the steamers *Bandorville* and *Gold Gatherer*.

Williams, H. R., engineer, Gig Harbor, Wash.

Williams, James, master mariner, Vancouver, B. C.

Williams, John, engineer, Victoria, B. C., was born in Norfolk, Va., in 1831. He served in the United States Navy four years during the Civil War, three years of which he was on the monitor *Ericsson* and one year on the *Niagara*. He came to British Columbia about 1876 on the bark *Glen Fruin*, which he left at Victoria. He then went to Puget Sound and joined the revenue cutter *Oliver Wolcott*, where he remained eight years, most of the time as fireman. He then worked in the Albion Iron Works at Victoria for three years, at the expiration of which he returned to the water as chief engineer of the steamer *Nell*. He was afterward engineer on the steamer *Cariboo and Fly*, *Sprall's Ark*, *Emma*, and was second assistant on the steamer *Beaver*. He served for a long time as fireman on the steamers *Otter*, *Boscowitz* and *Sardonyx*. Mr. Williams has recently been employed as chief engineer of the *Cariboo and Fly*.

Williams, Samuel, master of steamer *Barbara Boscowitz*, is a native of England and began steamboating in the Northwest about 1872. Most of his work has been on northern routes out of Victoria.

Williams, T. A., engineer, was born in New York in 1860 and commenced his marine service in the Aspinwall line. Since coming to the Pacific Coast he has served as second and first assistant on a large number of coasting steamers running north from San Francisco.

Williams, Theo. O., Port Madison, Wash., was born in New York City in 1827 and came to the Pacific Coast in 1849. He ran for a while as second mate on the steamship *General Warren*, leaving her in 1851 to go to the mines. He was afterward mate on the *Leonosa*, but left her to go to the Fraser River diggings. On returning from there he ran as mate on the steamer *Resolute*, Captain Guindon. After retiring from the water Mr. Williams was elected sheriff of Kitsap County, Wash., and has held the office four terms.

Williams, William, Ballard, Wash., was born in Camden, N. J., in 1841. He came round the Horn in 1861 as third mate on the *Storm King*, and afterward ran as first mate on the barks *Victor* and *Windward*, and steamer *Constitution*. He built the sloop *Jupiter* and is now her master.

Wilson, Augustus, steward, San Francisco.

Wilson, Capt. Charles E., Seattle, Wash.

Wilson, Capt. E. P., Bay Center, Wash., was born at Portland, Or., in 1856. He has been steamboating on Shoalwater Bay since 1884 and is master and half owner of the steamer *Favorite*.

Wilson, E. J., mate, Bay Center, Wash.

Wilson, E. P., mate, Astoria, Or.

Wilson, Capt. F. A., Olympia, Wash., was born in Oregon and commenced steamboating on the *Messenger* on Puget Sound in 1883.

Wilson, P. F., engineer, Coeur d'Alene, Idaho, was born in Louisiana in 1865. He commenced his marine career on the Mississippi River and came to Coeur d'Alene in 1887. He has since been connected with the steamers *Idaho*, *Coeur d'Alene*, *Kootenai*, *Volunteer*, *Amelia Wheaton* and *St. Joe*.

Wilson, H., Portland, Or., master of bark *Kitty*.

Wilson, Henry, engineer, Colby, Wash., was born in New York in 1850. He has been in the marine business for twenty-five years and sailed as master on the Great Lakes for eight years. He came to Puget Sound in 1888 and has since been engaged on the *Fanny Lake*, *Mascot*, *Iola*, and a number of other steamers.

Wilson, J. P., mate on sailing vessels, was born in Finland in 1844. He has been sailing north from San Francisco since 1867 and was second mate on the bark *David Hoadley* when she was wrecked.

Wilson, James S., engineer, Seattle, Wash.

Wilson, Oscar, engineer, Astoria, Or.

Wilson, Thomas, engineer, Victoria, B. C.

Wiman, Capt. Chance, Tacoma, Wash., was born in Canada in 1864. He commenced steamboating on the *Messenger* on Puget Sound in 1883 and has since been engaged on the *Lottie*, *Clara Brown*, *Estelle*, *Des Moines* and others.

Winchester, J. R., master of bark *Thermopylae*.

Windrow, John, San Francisco, master of ship *Two Brothers*.

Winkel, George, mate, was born in Denmark in 1866. He came to the Pacific Coast in 1886 and has been running as mate on lumber steamers since that time. He has recently been engaged on the *Novelty*.

Winney, Ned, chief engineer of steamship *Bonita*.

Wise, Capt. Frank W., was born in Boston, Mass., in 1840. He began his marine career in the Northwest on the Holladay steamships running north from San Francisco, filling the position of first officer on the *Idaho*, *Oriflamme*, *Pacific*, *California*

and *Del Norte*. In 1869 he entered the employ of the Pacific Mail Steamship Company, most of the time in the China trade, and for a portion of the time having command of the steamships *Golden Age* and *Oregonian*. From 1878 to 1881 he was first officer on the *City of Panama*, running to the Isthmus and later was in command of the *Salvador*, which sprang a leak in 1882 and was run ashore, soon after leaving Punta Arenas en route for San Francisco. In 1883 Captain Wise was first officer on the steamship *Alameda* of the Spreckels line, running to Honolulu, and in 1884 held a similar position on the *San Pablo*, leaving her in 1885 to come to Victoria, where he has since remained as superintendent of the outer wharf.

Wise, Capt. James, New Westminster, B. C., was born in Ireland in 1833 and arrived at Victoria on the bark *Live Yankee* when she came to the Pacific Coast. He brought a whaleboat with him and began freighting and boating between Victoria, Yale and Bellingham Bay. He continued in this business until 1875, when he engaged in the salmon-packing industry on the Fraser River.

Wolfe, Henry, secretary of the Nanaimo branch of the Pacific Coast Seamen's Union, was born in Bristol, England, in 1854. He came to the Pacific Coast in 1868 and has been engaged on sailing vessels most of the time since.

Wolters, Henry J., engineer, has been running out of San Francisco since 1878 and has recently been connected with the steamships *Mexico* and *Umatilla*.

Wood, Robert, engineer, Port Townsend, Wash., was born in Ontario, Canada, in 1868. He has followed steamboating for the last ten years and is at present connected with the tug *Tyee*.

Wood, Z. C., mate and master, Portland, Or., was born in Iowa in 1847. He began steamboating on the Willamette River on the *Alice* in 1876, and afterward ran on the *Bonanza*, *Calliope*, *Salem*, *Harvest Moon*, *Frankfort*, *Vulcan* and *Toledo*.

Woods, Charles, engineer, West Seattle, Wash.

Woodward, Herbert, master mariner, Vancouver, B. C.

Works, E. H., engineer, Portland, Or.

Wrenshall, H., shipbuilder, Bandon, Or.

Wrenshall, William C., shipbuilder, Bandon, Or., was born in England in 1836. He worked at his trade in England and in Canada before coming to the Pacific Coast.

Wright, C. A., Ainsworth, B. C., purser of steamer *Nelson*.

Wright, C. W., engineer, Snohomish, Wash., commenced his marine career on the Mississippi River, where he served as engineer for twelve years. He came to Puget Sound in 1861 and has since been engaged there on the steamers *Minnie M.*, *Monte Cristo*, *Mamie* and *Lilly*.

Wright, Capt. Thomas A., was born in Philadelphia, Penn., in 1838. Most of his marine work has been with the Pacific Mail and Occidental & Oriental steamship companies, running to China. He has also been engaged on colliers running north.

Wyman, Fred E., pilot, was born in Maine in 1866. He began steamboating on Puget Sound in 1879 on the *Comet* in the White River trade. He has since been engaged on different steamers on the Sound, on the Columbia River, and in Alaska.

Wynkoop, Edward, purser, Portland, Or.

Wyson, O., engineer, New Whatcom, Wash., was born in Ohio in 1853 and commenced his marine service on the Mississippi River. He came to Puget Sound in 1881 and was first engaged on the steamer *Bob Irving*. He has since been employed on nearly all the small steamers on the Sound.

Yocum, Moses, engineer, was born in Pennsylvania in 1850 and commenced his marine career in the Northwest on the steamer *General Miles* in 1882. He remained with the *Miles* and other steamers of the Ilwaco Railway & Navigation Company for several years. For the past five or six years he has been engaged on the steamer *Alliance*, and was chief engineer of that vessel, with Captain Peterson, when she rescued the ship *Moel Tryvan* from the breakers at Shoalwater Bay.

Young, Gilbert, mate on sailing vessels, was born in Norway in 1857. He has been sailing out of San Francisco since 1880 and has recently been engaged as second mate on the ship *Dominion*.

Young, H. A., New Westminster, B. C., master of tug *Iris* on Fraser River.

Zumwalt, J. D., mate, Portland, Or.

