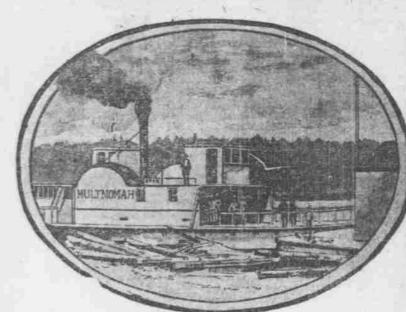
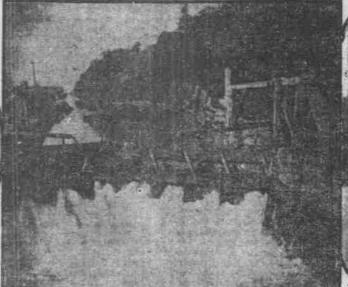
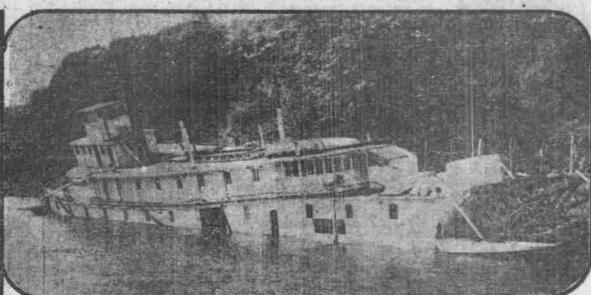
ORRIN KI

"RELIANCE

JOSEPH W







MULTNOMAH", 1853

OLD LOCKS

....OREGON CITY

WRECK OF STEAMER WEM.HOAG

avigation on Willamette...

tion in the once quiet stream and wakes with sweeps, echoes with churning paddles and shricks of steam.

The evolution of the steamboat on the Willamette was a process as interesting as it was difficult. It is a far cry from clumsy flatboats and picturesque bateaux of early ploneer days to the swift and serviceable river craft that ply

Pirst Organized Service.

shores of the lower river.

As years count, it has not been so very such case was necessarily slow and not life as a river steamer was one long boiler explosion, in which, although the pointment and disaster. And as for the long since the shores of Simpson's "lovely sltogether unattended with danger. Some-chapter of accidents, and she finally end-destruction of the boat was complete, no steamboat captains themselves, the exriver" were a wilderness, untrod save by times the fragile branches broke and ed as a floating sawmill, after having one was fatally injured. It is chronicled perience of each would fill a good-sized the moccasined feet of the Indian who, the boat went whirling down the angry proven a disastrous investment to her that "two passengers who were playing volume, if written out in interesting dearmed with feathered shaft and bow, tide, for even the "bright Williamette" owners, in her first capacity. threaded the dusky gloom in search of shows signs of temper at certain ses- The Walamette, another steamboat of lifted bodily and found themselves sitting boating on the river, in earlier days, that threatest the dusky groom in search of shows signs of temper in certain see an examination of the dusky groom in search of shows signs of temper in certain see an examination of the dusky groom in search of shows signs of the pear. A dathout, 65 feet long the same date, was considered the most in a dazed condition, but unhurt, upon is largely lacking in these latter times, elapsed since the placid waters of the and heavily laden, was not, one can easily magnificent boat on the inland waters of the debris which floated near the wrock."

Williametre were first disturbed by the imagine, the most manageable craft in the Northwest. She was not, for some The St. Claire was not much more than noisy inventions of civilized man. But the world, in time of a freshet. It was reason, a success on the upper river a steam scow, and was available only now the cance, with its curved and paint- not so difficult coming down, of course, route, and was "lined" over the Falls and for freighting purposes, but she achieved appointed boats that now come and go ed prow, silent as a dream, slipping although the delightful element of dan- taken to the Sacramento, in California. fame, by her successful leap in mid-air on the Williamette, passing with case ng the reed-fringed shallows, or lurk- ger was not always lacking. In many ining in shaded pools, has passed forever, stances, horses were employed to furnish. In its place the steamer, spacious and the motive power, and in the downward. in its place the steamer, spacious and the motive power, and in the downward on the bank of the river, opposite Oregon handsomely appointed, makes a commo-journey the boat was handled usually City, by a company organized for the

First Steamer on Upper River.

ing gave place, in the course of a few pany was burned before she was fairly years, to steamers. The first of these to completed; the second, the ill-fated Gaply upon the upper river was built at zelle, was blown to atoms within 20 days Salem, in 1851. As a freight carrier she after launching. This disaster involved was not a success. Her size was against loss of life, as well as destruction of her. So diminutive was she that two property, for her crew, together with a men could careen her, as she lay upon score of passengers, shared her sudden the bank, prior to launching. Her period fate.

the locks at Oregon City.

route, or vice versa, Still Canemah ence of an obstacle.

A sort of basin had been built on the Oregon City side of the stream, abreast the cataract, and into this the boat was floated. Thence it was drawn out upon the beach and let down a skidway, by means of ropes and cables and primitive machinery, to the river level below the falls. If it was to be a transference from the lower to the upper route, the ocess was simply reversed.

Mulinomah's Advent.

year 1969. And yet any cantain who had experience in those earlier days will and brought out to Oregon in sections, on the bed of the Willamette, tell you, with a sigh and shake of the She was put together at Canemah and head, that, in spite of steam and steel launched in June, the same month and Portland & Astoria Navigation Company, tory is now effectually tapped by railand perfected proportions, freighting on year as the Washington. She was not who has had many years experience in way lines, were once considered navigable and the railway came with its Pullman was not until 1850 that any regularly rganized transportation company began thusiastically welcomed by the inhab- article, says this concerning the lost safe: to operate upon the Willamette. Prior itants of Corvaille and its outlying disTime has wrought great changes in the The queerest craft that ever-piled the Buena Vista and Peoria are, under the canoes of the Indians who peopled the her capacity as a freight carrier that is barely 16 feet of water. All the craft built and owned by that upon the Corvailla route, and so, at the boatmen, 3 years after the disaster, left Judging from the history of the craft

store of patience to accomplish the upper river. ourney at all. Sometimes, when the nature of the shore or the swiftness of Willamette in that first decade of steam outfit to ald them in their work, but their still vitalized craft for towage.

gathered to welcome their humble prethe current rendered towing impossible, navigation on the river but had an eventattempts proved futile." Captain Smith There are wrecks strewn along the updecessors; for the finest boat on the river,
or polling ineffectual, the great, awkward ful, if sometimes brief, career. There was regards it as unlikely that the safe per river, and they are not all visible to
in this period of rapid progress, is powbarge was drawn up stream by means of the Shoalwater, whose original title was will ever be recovered. the willows that drooped and trailed all but forgotten in the seven years of The Elk was a small steamer, built by tation companies—those, more particularly gree of interest in the dwellers by the along the river's marge, and to which the her existence, during which period she farmers to run on the Yamhill, and chief. speaking, organized on the co-operative

In 1854 the Gazelle was built, at a point purpose of founding a rival town. Fate apparently frowned upon this ambition. However, this pioneer method of boat. The first boat constructed by the com-

it was long continued, being borne by Fraser River. The James Clinton, built two of her successors. Her "bones" are the following year, was the first boat to said to repose in the bed of the Will- ascend the Willamette as far as Eugene. lamette some 300 feet above the head of She was successfully operated upon this The year 1851 witnessed the edvent of Valley efficient and satisfactory service three other boats, the Washington, Mult- until she was, at last, broken up and somah and Canemah. The first of these her machinery shipped to Coos Bay, to was a side-wheel steamer, purchased in become an integral part of a steamer be-San Francisco and brought to the upper ing constructed at that point. The Port-

landed some freight and started to cross desirable to do so, and it was not the to the opposite shore. When in midstream, fashion in pioneer times to be daunted the rope lashing parted, and the craft by difficulty, or to hesitate in the pres- swung head-on down the river. The current was swift and strong and the engines were powerless in its relentless sweep.

Her Dying Protest.

As she went over the fails, her whistle echoed back from the hills beyond the piace. river. It was the craft's dying protest The Mulinoman was built in the East man knoweth to the contrary, reposes taries of the river with steamboat serv-

heautiful-at least, her portrait does not inland navigation in the Northwest, and for light-draft steamers, for varying disconvey the idea of grace-but she pos- to whom, among others, the writer is in- tances from their confluence with the progress. sessed both power and speed, and was en- debted for supplying information for this Willamette.

to that time small boats and barges, tricts, for she was the first boat to as- face of the ragged cliff over which the waters of any stream was, it is claimed. owned by private individuals, or by the cend to that point, Albany having pre- Williamette tumbles, and now the spot the Ohio. She was built, so reads the Hudson's Hay Company, at Vancouver, viously been considered the head of navi- where the Portland struck is a shell-like record of her construction, with a box did most of the carrying, reinforced, as gation on the river. However, her pas- basin, the rim of which appears above hull and a flat bottom. When completed occasion required, by the large and light senger accommodations so far exceeded the surface and in the center of which her draft was only eight inches. She

it was not found profitable to operate her "Aware of this, some old-time steam- Ten."

dusky boatmen clung. The progress in steamed under four different names. Her ly memorable on account of an effective plan-could tell many a tale of disap-

her captain brought her safely down,

boats were too expensive to operate, so at once apparent that they were stayed till the motive power had de- and affection by their whilem captains

recorded to her credit that she once made the trip from Oregon City to Salem in route, giving the people of the upper six hours and a half, including the time landings.

Prosperous Days.

Those were gay and prosperous days San Francisco and brought to the upper ing constructed at that point. The Port-Willamette, where, at Canemah, one loveland, built the same year as the James in the history of steamboat traffic on the Willamette. Both the Reliance and her run on the Yamhili route for a short season. At the close of the season she was month, under command of Captain Jamieson. The story of the Portland's tragic end is told by those who witnessed her mad leap over the brink of the foaming the route.

Two years later she was restored to the upper river, and, finally, for some unresults and departures were notable events, celebrated with joyous acclaim by the inhabitants of the towns along the route. When a boat was due at any point on the willamette. Both the Reliance and her rival in speed, the Active, carried bands of music, and their respective arrivals and departures were notable events, celebrated with joyous acclaim by the inhabitants of the towns along the route. the Umpqua, and the Willamette knew her no more.

It was no light undertaking in those the river, which resulted in an injured it was no light undertaking in those the river, which resulted in an injured whistle woke the echoes, as she neared a days, before the construction of the locks, runder. The damage had been temporarily town, the whole population, even to the transfer a steamer from the upper repaired by means of rope lashings. At babies and the dogs, turned out to wei-

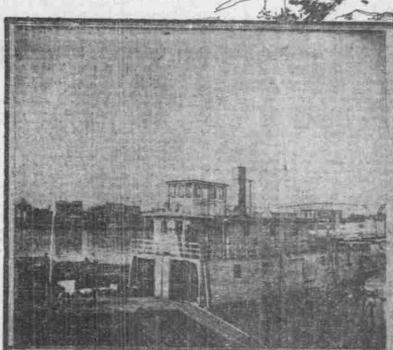
"Fannie Patton" is a name dear to the early inhabitants of Salem. The craft so named was also a Canemah boat, having been built and launched from that pioneer boatyard in August, 1865, and she was further known as "Salem's Pride." A corporation of the Capital City owned and operated her and she bore the name of sounded a wild, wailing shrick, that was the wife of an honored citizen of the

Not the least interesting chapter in the against her untimely fate-a fate which story that might be told of early navigawas shared by her captain and one of tion on the ever-beautiful Willamette is her crew. In the steamer's safe was that descriptive of the countless attempts, money to the amount of \$3000. The safe sometimes successful, but often failures, with its contents, to this day, for aught to supply the small towns upon the tribuice. The Santiam, the Long Tom and perilous times, before the locks were Agent Frank J. Smith, of The Dailes, many other streams whose adjacent terri-

was known along the river as the "O. H.

first company were flatboats that had to end of the year, she was transferred to Portland to endeavor to get the safe and that have been operated on the William-be poled or "lined" up stream, and which Portland and ran for 12 years upon the its precious contents. There seemed little ette during the last half century, the fate were, as h rule, manned by Indian crews, lower Willamette and Columbia. The to contend against, excepting the accumu- of a river steamer is either tragic or ig-It was slow, hard work, getting up the Canemah, a somewhat larger and slower lation of silt and debris beneath which noble. Her term of usefulness is brief, river in those days, and it required the craft of local construction, took the place the safe lies buried, for the change in the and if she escapes fire and flood, subservice of willing hands and an unlimited of the Multnomah in the traffic of the face of the fall has left the basin dead merged snags and gravel bars for a water, without current or cataract, The decade, she is dismantled and turned into Not a boat that piled the waters of the treasure-hunters took a full and complete a soow or a barge, dependent upon some

Contrasted with the big, handsomely over the falls at Oregon City, in the from the lower to the upper river through never-to-be-forgotten year of 1861. It was the splendidly constructed locks at Orsduring the great flood in December that gon City, those ploneer steamers were perhaps insignificant. But when it comes In 1890, according to the records, a to a comparison of records, when achieve-genius at Corvallis concluded that steam- ments are taken into consideration, it is he rigged a craft with tread mill ma- without distinction. They were built for chinery and cattle and horses for motive use, not beauty, and in their brief but power. Coming down the river on her invariably eventful careers they rendered first trip, the vessel ran, or rather waited, efficient service, and to this day they are ashore, at McGooglan's Slough, where she remembered and spoken of with pride voured all the oats and hay aboard. Then and crews. The people who journeyed the skipper, undeniably a man of original up and down the river in their crowded ideas, was forced to sell his oxen and inconvenient cabins, and the farmers of usefulness was brief, although her The Enterprise, launched in 1855, eventu-deas, was forced to sell his oxen and and inconvenient cabins, and the farmers name. "Hooster," proved so popular that ally found her way northward to the and halled the arrival of a boat as an



spoch that brightened the gray monotony of rainy days in Winter, will tell you that no modern mode of travel can yield a tithe of the enjoyment to be gotten out of a trip on the river in those primitive built, before the comfortable and spaclous steamers invaded the upper river, cars and its other evidences of modern

Crumbling to Decay.

new and existing order of things, deroomy warehouses that, less than half a century ago, were yearly stored with the cereal products, oats and wheat and barley raised and harvested in the Valley of the Willamette, almost to the exclusion of everything else, are but tottering ruins. Their floors, where, when the cargo was taken on and the boat resdy for departure, the deckhands danced with flute and the violin, are green with mold, or fallen quite away. The whistle of mortal sight. The members of transpor- eriess to awaken more than a mild dewaterside.

