



Early Navigation on Willamette.



BEN HOLLADAY

epoch, for Captain Hoyt's enterprise paved the way for the organization of the Oregon Railway & Navigation Company.

In 1857 he helped form the Columbia Steam Navigation Company, which was succeeded by the Union Transportation Company.

steamboats made their first appearance on the Columbia and Willamette Rivers. He had gained much practical experience in his chosen line of work on the Mississippi.

and 10-dollar gold pieces, some \$300. I paid each of my six Indian boatmen \$40 for the round trip, and afterward carried a load to the same place, at the same rates, for George H. Murch.

Captains Taylor and Ingalls.

Captain G. W. Taylor owned a one-third interest in the Hoosier, the first boat on the Upper Willamette, and later was one of the company that built the E. D. Baker, at Vancouver.

and returning by land to Portland sent up another boat to take off the United States mail from the Lurline, which then returned to Portland for repairs.

"There is," continued the captain, "a sort of wind suck down the Columbia at this point, and storms sweep down the gorge with a concentrated force which few boats are able to contend against."

traffic of the time. Canemah was then an important place, being headquarters, as it were, for the boats on the upper river.

"After the freshet of '61 carried away the primitive basin and canal at Oregon City," said Mrs. Coburn the other day, "a mule railway was constructed between the warehouses at Canemah and those below the falls. It hugged the bank closely, and one luckless day the mule that was drawing a loaded car up the incline somehow stumbled, lost his footing and fell overboard. This was in the nature of a calamity and blocked navigation for several days, for mules were scarcer then than now."

Inspired the Muse.

The doggerel which leads this article was supplied from Mrs. Coburn's memory, and was first printed in some early paper or pamphlet whose title has escaped her recollection.

There were more boats built in Canemah during the 15 years that Mrs. Coburn resided there than at any other point on the river.

the boiler in its celebrated flight toward heaven. It is said that he was blown so high that on his way down he looked through the smokestack and saw "Bas" Miller sitting on the bank. He alighted in the top of a cottonwood, and for 20 years afterwards, pilots and captains on the Willamette took special pains to point out this remarkable tree to tourists on the river."

The McCullys, of Harrisburg, were mainly active in organizing the People's Transportation Company which gave the steamer Clinton to the upper river, sending her as far south as Eugene.

Captain Alexander Sinclair Murray brought the steamer Washington from San Francisco on the bark Success, and ran her on the Upper Willamette. Captain Murray was regarded as an extraordinary character, and during the first years after his arrival in this part of the world, was looked upon as the "king of the steamboat fraternity."

Two Scotch Skippers.

The portraits of this man show a typical sea captain's face, strong, clear-cut features and an open countenance. He was born in Scotland, as was also Captain William Irving, who was master and part owner of the Success, with which he, for some time, conducted a profitable coasting trade, running between San Francisco and Portland, and touching at intermediate points.

Captain Irving's first attempt at steamboating in these inland waters was made with the Eagle, a little boat which he brought up from San Francisco on the Success, and which he ran on the Oregon City route. He sold her, however, in the course of time, and bought the Express. Afterwards he sold out his interests here and joined Alexander Sinclair Murray in British Columbia, where together they built the Governor Douglas and the Colonel Moody, and later, the Reliance and the Onward, to run on the Fraser River.

Captain J. D. Miller was another of

The snug little Hoosier was first to be ready to show that "where there's a will, there's a way." Then the gallant Multnomah, substantial and steady. Covered her rich cargoes to market each day. The mule Canemah next graced the smooth waters. To show how business commercial was done, and proved that trade no longer should suffer while water could flow, or a steamer could run.

Any account of early navigation on the Willamette which omits mention of the men who promoted it would be incomplete. This article, while it by no means wholly covers the subject, is a natural sequence of that which appeared in last Sunday's issue of The Oregonian.

My brave word-builders of the West! Why, who doth know ye? Who shall know But I, that on thy peaks of snow Break bread the first? Who loves you best? Who holds ye still, of more stern worth Than all proud peoples of thy earth?

Captain B. C. Kindred.

Among the very first of those early navigators was Captain B. C. Kindred, whose period of activity on the river antedated the introduction of steam. In point of fact, his "line" was in operation before this City of Portland was much more than a cluster of primitive huts.

It was not until 1840 that Kindred began to make regular landings at Portland. A twelve-month or so later the advent of steam began to make flatboating unprofitable, and he found it advisable to withdraw from the business.

Captain Dan O'Neil.

Captain Dan O'Neil is another pioneer who was intimately connected with navigation on these Western rivers before steamboats were in fashion. He not infrequently commanded small fleets of bateaux belonging to the then powerful Hudson's Bay Company.

"Getting over the rapids below Oregon City," wrote Captain O'Neil, in January, 1855, "was a tedious, but exciting part of our journey. The Indians, wading and towing through the swift current, were patient and enduring, good-natured and willing, as long as they received their dollar a day and plenty of fresh beef. Occasionally one would lose his hold and footing and go whirling down the rapids for some distance before he would recover himself, and several times while poiting on the head boat, I lost my balance and took a spin in the rapid waters."

Captain O'Neil came across the plains to Oregon in 1848, as part of the Mounted Tifin Regiment, and he was much in evidence in the days of the Lot Whitcomb and the Little Columbia. The latter craft he has described so graphically that one can almost see her "creeping slowly up the waters of the Columbia toward Portland, panting and struggling against the tide—the noisiest boat that ever disturbed the stillness of the lower river. Everything in those days was on a miniature scale, except the rate of passage."

Captain Richard Hoyt.

Captain Richard Hoyt was one of a notable group of pioneers whose names are closely connected with the building up of Portland and the growth of trade in the Northwest. He came to Oregon on board the bark Ocean Bird, bringing with him the little propeller, Black Hawk, which he placed upon the Willamette to run on the Oregon City route. This marked the beginning of an important



WILLIAM IRVING



Z. J. HATCH



DAN O'NEIL



H. B. INGALLS



J. D. MILLER



J. C. AINSWORTH



THEODORE WYGANT



MILES BELL



JAMES STRONG



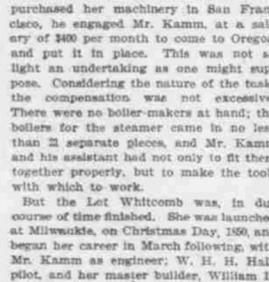
JACOB KAMM



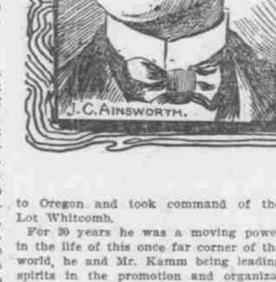
GEORGE PEASE



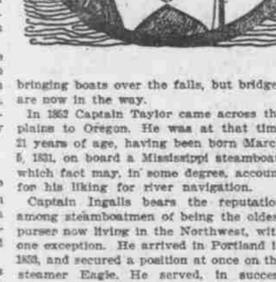
GEORGE W. TAYLOR



GEORGE JEROME



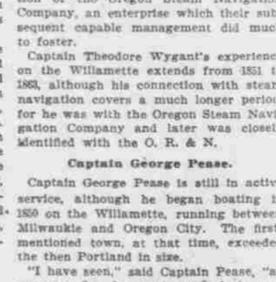
GEORGE PEASE



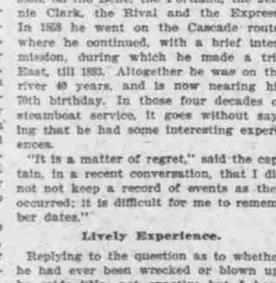
GEORGE PEASE



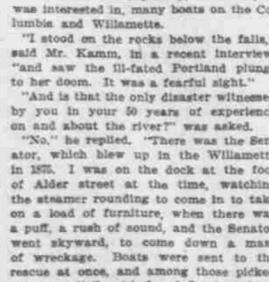
GEORGE PEASE



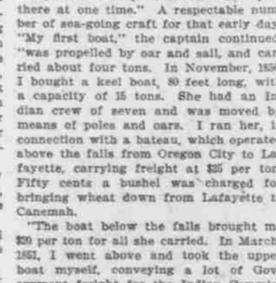
GEORGE PEASE



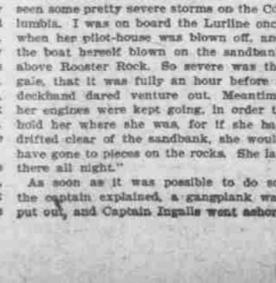
GEORGE PEASE



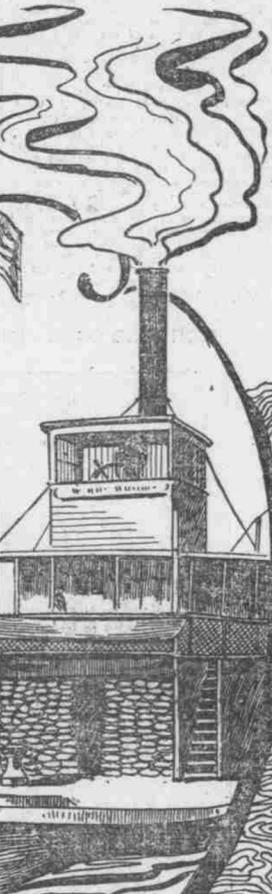
GEORGE PEASE



GEORGE PEASE



GEORGE PEASE



CAPTAIN COBURN



JACOB KAMM



J. D. TACKABERRY



B. C. KINDRED



U. B. SCOTT



GEORGE JEROME



GEORGE PEASE



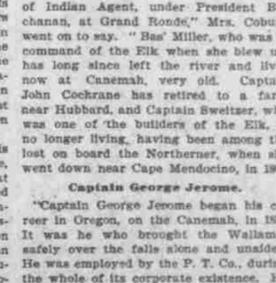
GEORGE PEASE



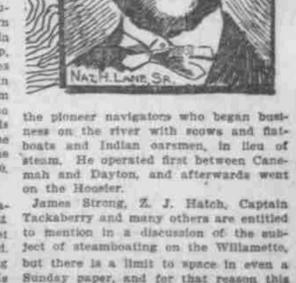
GEORGE PEASE



GEORGE PEASE



GEORGE PEASE



GEORGE PEASE

beards of the O. R. & N. Captain Hoyt's death occurred February 13, 1862, and his name, so long and vitally allied with the business life of Portland, is now an honored memory.

If the Lot Whitcomb had not been built, the name of Jacob Kamm might never have appeared in the annals of steam navigation in the Northwest. When the owner of that famous boat purchased her machinery in San Francisco, he engaged Mr. Kamm, at a salary of \$400 per month to come to Oregon and put it in place.

For 30 years he was a moving power in the life of this once far corner of the world, he and Mr. Kamm being leading spirits in the promotion and organization of the Oregon Steam Navigation Company, an enterprise which did subsequent capable management their much to foster.

Captain Theodore Wygant's experience on the Willamette extends from 1851 to 1861, although his connection with steam navigation covers a much longer period, for he was with the Oregon Steam Navigation Company and later was closely identified with the O. R. & N.

Captain George Pease. Captain George Pease is still in active service, although he began boating in 1850 on the Willamette, running between Milwaukie and Oregon City. The first-mentioned town, at that time, exceeded the then Portland in size.

"I have seen," said Captain Pease, "as many as five deep-water vessels in port there at one time." A respectable number of sea-going craft for that early day.

"My first boat," the captain continued, "was propelled by ear and sail, and carried about four tons. In November, 1850, I bought a keel boat, 80 feet long, with a capacity of 15 tons. She had an Indian crew of seven and was moved by means of poles and oars. I ran her, in connection with a bateau, which operated above the falls from Oregon City to Lafayette, carrying freight at \$25 per ton. Fifty cents a bushel was charged for bringing wheat down from Lafayette to Canemah.

"The boat below the falls brought me \$20 per ton for all she carried. In March, 1851, I went above and took the upper boat myself, conveying a lot of Government freight for the Indian Commissioners who were then arranging a treaty with the Indians at Champeog. I paid my Indian boatmen \$20 per day, and in early May took a full load in my boat to Corvallis for J. C. Avery. This upper boat carried a little over 10 tons. We had a camping outfit and slept ashore, trying up to the bank at night. It took just two weeks to make the round trip. We had a long tin horn, upon which we blew to announce our arrival.

"The trip to Corvallis was a profitable one. Avery took me to his log cabin, where he fumbled in his bedtick, got out an old stocking leg and paid me, in five

to Oregon and took command of the Lot Whitcomb.

For 30 years he was a moving power in the life of this once far corner of the world, he and Mr. Kamm being leading spirits in the promotion and organization of the Oregon Steam Navigation Company, an enterprise which did subsequent capable management their much to foster.

Captain Theodore Wygant's experience on the Willamette extends from 1851 to 1861, although his connection with steam navigation covers a much longer period, for he was with the Oregon Steam Navigation Company and later was closely identified with the O. R. & N.

Captain George Pease. Captain George Pease is still in active service, although he began boating in 1850 on the Willamette, running between Milwaukie and Oregon City. The first-mentioned town, at that time, exceeded the then Portland in size.

"I have seen," said Captain Pease, "as many as five deep-water vessels in port there at one time." A respectable number of sea-going craft for that early day.

"My first boat," the captain continued, "was propelled by ear and sail, and carried about four tons. In November, 1850, I bought a keel boat, 80 feet long, with a capacity of 15 tons. She had an Indian crew of seven and was moved by means of poles and oars. I ran her, in connection with a bateau, which operated above the falls from Oregon City to Lafayette, carrying freight at \$25 per ton. Fifty cents a bushel was charged for bringing wheat down from Lafayette to Canemah.

"The boat below the falls brought me \$20 per ton for all she carried. In March, 1851, I went above and took the upper boat myself, conveying a lot of Government freight for the Indian Commissioners who were then arranging a treaty with the Indians at Champeog. I paid my Indian boatmen \$20 per day, and in early May took a full load in my boat to Corvallis for J. C. Avery. This upper boat carried a little over 10 tons. We had a camping outfit and slept ashore, trying up to the bank at night. It took just two weeks to make the round trip. We had a long tin horn, upon which we blew to announce our arrival.

"The trip to Corvallis was a profitable one. Avery took me to his log cabin, where he fumbled in his bedtick, got out an old stocking leg and paid me, in five

bringing boats over the falls, but bridges are now in the way.

In 1863 Captain Taylor came across the plains to Oregon. He was at that time 21 years of age, having been born March 8, 1842, on board a Mississippi steamboat, which fact may, in some degree, account for his liking for river navigation.

Captain Ingalls bears the reputation among steamboatmen of being the oldest person now living in the Northwest, with one exception. He arrived in Portland in 1838, and secured a position at once on the steamer Eagle. He served, in succession, on the Belle, the Portland, the Jennie Clark, the Rival and the Express. In 1853 he went on the Cascade route, where he continued, with a brief interruption, during which he made a trip East, till 1887. Altogether he was on the river 40 years, and is now nearing his 70th birthday. In those four decades of steamboating, it goes without saying that he had some interesting experiences.

"It is a matter of regret," said the captain, in a recent conversation, that I did not keep a record of events as they occurred; it is difficult for me to remember dates."

Lively Experience.

Replying to the question as to whether he had ever been wrecked or blown up, he said: "No, not exactly; but I have seen some pretty severe storms on the Columbia. I was on board the Lurline once when her pilot-house was blown off, and the boat herself blown on the sandbank above Hoosier Rock. So severe was the gale, that it was fully an hour before a deckhand dared venture out. Meantime her engines were kept going. In order to hold her where she was, for if she had drifted clear of the sandbank, she would have gone to pieces on the rocks. She lay there all night."

As soon as it was possible to do so, the captain explained, a gangplank was put out, and Captain Ingalls went ashore

tired from service on the river some 10 years since, he is still to be found in his pleasant office in the Marquam—a genial, kindly gentleman—one of the noble cortex that founded the industrial life of Portland and of which few members are now left in this land of mortal existence.

Captain Miles Bell.

A veteran, still in active service, is Captain Miles Bell, who ran for 30 years on the Upper Willamette, and who, in 1838, assisted in bringing a boat over the rapids at the Cascades. He began at the age of 16 and is now but 62. He is a native of Illinois, having come to Oregon when a lad of 8 years. He is at present in command of the Ruth, and has been ever since she was constructed.

Mrs. C. A. Coburn, whose portrait is the only woman's face to grace this page, lived for 15 years at Canemah when that town was one of the most populous and flourishing on the river, and has an inexhaustible fund of facts and reminiscences connected with early navigation on the Willamette. Her husband, John R. Coburn, was, during that period, superintendent of construction for the People's Transportation Company—a corporation which figured largely in the steamer

line, Joseph Hedges and James K. Blingham.

"Captain Hedges built the Willamette and lost a fortune. He was interested in local politics, and served in the capacity of Indian Agent, under President Buchanan, at Grand Ronde." Mrs. Coburn went on to say, "Bas" Miller, who was in command of the Elk when she blew up, has long since left the river and lives now at Canemah, very old. Captain John Cochrane has retired to a farm near Hubbard, and Captain Sweetzer, who was one of the builders of the Elk, is no longer living, having been among the lost on board the Northerner, when she went down near Cape Mendocino, in 1890.

Captain George Jerome.

"Captain George Jerome began his career in Oregon, on the Canemah, in 1852. It was he who brought the Willamette safely over the falls alone and unaided. He was employed by the P. T. Co., during the whole of its corporate existence. He was on the Elk at the time of the explosion aboard that craft, and accompanied

the pioneer navigators who began business on the river with scows and flatboats and Indian carmen, in lieu of steam. He operated first between Canemah and Dayton, and afterwards went on the Hoosier. James Strong, Z. J. Hatch, Captain Tackaberry and many others are entitled to mention in a discussion of the subject of steamboating on the Willamette, but there is a limit to space in even a Sunday paper, and for that reason this sketch ends here and thus.

LISCHEM M. MILLER