

YAMHILL COUNTY HISTORICAL SOCIETY

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Museum, Lafayette, OR, since 1969
 Hours - Sat & Sun 1 to 4 pm
 (or by appointment)

OCTOBER - YAMHILL COUNTY HISTORICAL SOCIETY 1994
 NEWSLETTER

MEETING: TUESDAY EVENING, OCTOBER 11, 1994 AT BIBLE BAPTIST CHURCH IN
 LAFAYETTE, OREGON (5TH AND MARKET) *1 Block South of Museum.*

POT LUCK: 6:30. BRING YOUR OWN TABLE SERVICE AND, OF COURSE, VISITORS ARE
 ALWAYS WELCOME.

PROGRAM: JIM LOCKETT WILL SPEAK ON "THE GREAT ORATORS OF LAFAYETTE."

Just three months remain in my term as president of the Historical Society.
 It doesn't seem possible that the time has gone by so fast. However, I'm sure
 the three months will pass as quickly as the last 21. Among other things, we
 we'll be voting for president, recording secretary, treasurer and one director
 at the December meeting.

In January of 1993, we included in our newsletter our congratulations to John
 White, whose article on Lafayette had published "Western Places." Also, our
 thanks to John for the then newly acquired typing table at the museum.
 This month, we are thanking John for another donation - his own first
 computer. Actually, it is on a loan basis to the museum until we have
 completed the project of counting all the reading/research material in Ruth's
 possession at the time of her death.

ANNOUNCEMENT

We have received an announcement of a celebration of quilts from all angles
 (Point to Point), featuring a special display of Bargello Quilts, at the Old
 Aurora Colony Museum, 2nd and Liberty Streets, Aurora, Oregon, from 10 am to 4
 pm daily, except Sunday, admission \$3.50 adults, \$3.00 seniors, October 7 to
 16, 1994. . This is to be sponsored by the Aurora Colony Historical Society.

Museum Field Trip to Brownsville and Sweet Home, Friday, October 15.
 We'll meet at 8:45 a.m. in the Bi-Mart parking lot, McMinnville, to
 car pool. Plan to buy lunch at the General Store in Brownsville. Please
 call 662-3788 or 981-8651 before October 8 if you plan to go or have any
 questions. Suggested donation for each museum, one dollar.

Time to pay DUES for 1995. \$7.50 per individual.

A CRUISE ON THE WILLAMETTE - 1856

The following account is extracted from "A Journal of Army Life"(*) by Dr. Rodney Glisan who later became a founder of what is now known as Oregon Health Sciences University. Originally from Maryland, he arrived in Oregon a young army lieutenant assigned to Fort Yamhill as a surgeon in 1856. These are his impressions of that first journey up the Willamette River from Oregon City to Dayton en route to his new posting.

"On Monday [September 1, 1856] I took my departure up the river in the steamboat "Hoosier" which got off just about sundown; but being unable to pass Rock Island before dark, returned, and took a fresh start early the following morning. She went about 30 miles that day, and tied up for the night, the crew and passengers, as usual, sleeping and taking their meals on shore, there being no accommodations on board. Some 10 miles from Oregon City, a plug flew out of the boat's boiler, from which all the steam escaped into the furnace, extinguishing the fire instantaneously. Fortunately this mishap did not detain us long, as we were near a rapid, up which it would have been necessary to have "poled" the flat boat the "Hoosier" had in tow, even had the accident not occurred. So while the crew, assisted by the passengers, were getting the former over this place, the Captain succeeded in re-plugging the boiler, and steaming up again.

"On the following day we reached a landing near the mouth of the Yamhill River, about eleven A.M., whence I walked to Dayton, a distance of four and one half miles, where I arrived a little after noon. The "Hoosier" reached there a little before sundown; being detained, as was anticipated, by low stage of water in the Yamhill, rendering it necessary to use the poles frequently. She is the most miserable excuse of a steamboat that I have ever seen. The boiler and machinery are worn out, and should have been condemned years ago. It is so ordinary a [sic] occurrence for a plug to fly out, or a flue to collapse, that

it is considered of very little importance by crew and captain, all of whom are green hands in the management of steam power.

"To give a further idea of the frail character of the boat, I shall simply mention that several of the crew, getting drunk, commenced dancing, when the Captain ordered them to stop, or else they might shake down the smoke-pipe."

The boat about which Dr. Glisan writes was the second in a succession of three steamers named "HOOSIER", engaged primarily in the "Yamhill Trade". All three were sternwheelers. HOOSIER Number Two was built at Canemah in 1855 for Captain George Pease as a larger and more sturdy replacement for a wrecked Number One, although the same engine was used to power the newer craft. Before that, the boiler and principal running parts of this engine had served for many years as a pile driver on the Ohio River.

HOOSIER Number Two was broken up for salvage in 1857 when the 27 ton Number Three was placed in service. The old engine however continued to puff aboard a jerry-built raft that transferred cargo over the bar at the mouth of the Yamhill River during low water periods when steamers on the Willamette were unable to reach Dayton. It would be the early 1860's before Dr. Glisan's suggestion for condemnation finally came about and its tired and rusty old firebox finally went cold.

-JW-

(*) A.L. Bancroft & Co., San Francisco (1874)

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Lafayette, OR 97127

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