

THE EXPLOSION OF THE JENNY LIND

By

Lynn Vermillion

Presented to

California Pioneers of Santa Clara County, Inc.

See me 3/12/81
Lynn Vermillion
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San Jose, Calif. 95128
April 1981
248-9790

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Librarian of the California Room, San Jose Public Library,
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and Mr. Clyde Arbuckle, San Jose City Historian.

PREFACE

Most of us who were privileged to know Laurence E. Bulmore were so impressed with his knowledge of and devotion to the history of New Almaden that we seldom realized what his occupation had been. He was a marine engineer for the Southern Pacific ferryboats on the San Francisco Bay. It was he who first told me the story of the explosion of the side-wheeler the Jenny Lind in 1853. He also impressed upon me the important role the bay and river traffic had played in the development of California. This was a subject that had been completely eliminated from the history courses I had taken. It is a tremendously exciting part of our state's history, and it needs to be explored and told.

Dedicated to the Memory

of

Laurence E. Bulmore

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INTRODUCTION

George C. Yount in his Chronicles (1833) described the San Francisco Bay region:

The deer antelope and nobel elk were numerous beyond all parellel. In heards of many hundred, they might be met, so tame that they would hardly move to open the way for travelers to pass. They were seen lying or grazing in emence heards, on the sunny side of every hill and their young like lambs were frisking in all directions. The wild gueese and every species of water fowl darkened the surface of every bay and firth and upon the land in flocks of millions they wandered in quest of insects and cropping the wild oats which grew rich in abundance. When disturbed they arose to fly, the sound of their wings like that of distance thunder. The rivers were literally crowded with salom. It was literally a land of plenty and such a climate as no other could boast off.¹ (Original spelling and punctuation retained.)

This tranquil scene of the bay and its shoreline would soon be disturbed by the arrival of the restless Americans following the gold discovery at Coloma in 1848. The adventurer would arrive in San Francisco, only to be frustrated as to how to continue his journey to the Mother Lode. The great need for fast, reliable transportation - or as reliable as could be expected for that time - was the greatest problem facing the newcomer. All means of conveyances

1. George C. Yount and his Chronicles of the West
Edited by Charles L. Camp (Denver, Old West Pub. Co., 1966),
p. 130.

were making their way to the mines: stage coaches, handcarts, wagons - anything that had wheels was on the move at exorbitant fares.

The water traffic was no exception. A year before the gold discovery a Russian bark, the Naslednich, dropped anchor in San Francisco Bay. Included in her cargo was a steamboat. It was in pieces and, when assembled, was only thirty-seven feet long. It had been in use in Alaska under the name Sitka.^{*2} William A. Leidesdorff, one of the early merchants, took her on consignment, and she made a few trial runs up and down the Bay. On November 29, 1847, she made her way up the Sacramento River to New Helvetia in the unsatisfactory time of six days and seven hours. Her return voyage set no record for speed either. It was reported by the Daily Alta California that the Sitka was beaten into Benecia by an ox team to the tune of four days.³

So California's steamboat trade was born of the gold rush. The natural waterways were a God-given gift as a means of travel to the mines.

The steamboat industry developed quickly. The ever enterprising and imaginative American added to the inventory of the river boats in three ways. Shipyards sprang up at Rincon Point, Sacramento, Redwood City, and Benecia, and steamships were completely constructed there. Complete parts for some steamships were manufactured in the

* Often referred to as Little Sitka.

2. Jerry MacMullen, Paddle-wheel Days in California (Stanford: Stanford University Press, 1944), p. 4.

3. Ibid.

East and shipped around the Horn. More sturdy steamships made the trip themselves from eastern and southern ports to the Bay Area and were adapted for river traffic.

Supplies, machinery, and passengers had made their way to the Embarcadero de Santa Clara (Alviso Creek) as early as 1777, when the supplies were brought down to Mission Santa Clara. Sailing sloops had been frequent visitors since 1820. The first California steamer visited the Embarcadero on November 26, 1847. It was the Sitka.⁴

The first regularly scheduled steamship appears to have been the Sacramento, which advertised almost daily in the Alta California after January 1850.⁵

A shorter way to Alviso was developed in 1851 when the sloop Salodina was brought into Alviso by a new route. The steamboat Boston used this newly discovered channel, and the route was named Steamboat Slough.⁶ This shorter way was used by the side-wheeler Jenny Lind.

This sixty-one ton side-wheeler was constructed in San Francisco and was pressed into the run to Alviso. She left San Francisco for Alviso every Tuesday, Thursday, and Saturday at 9:00 a.m. from Long Wharf, and returned on Mondays, Wednesdays, and Fridays, leaving at 8:30 a.m.⁷ She laid over in Alviso on Sundays.

4. William F. James and George H. McMurry, History of San Jose, California (San Jose: A. H. Cawston, 1933), p. 74.

5. Daily Alta California, Jan. 31, 1820, p. 3, and regularly after.

6. J. P. Munro Fraser, History of Santa Clara County (San Francisco: Alley Bowen and Co., 1881), p. 247.

7. San Francisco Directory 1852-53 (San Francisco: James M. Parker, 1852), p. 26.

Alviso was building up its reputation as a port to ship fresh produce, fresh game, and quicksilver ore from the New Almaden Mines. Passengers could take the stage coach from San Jose to Alviso, transfer to a steamer, and be in San Francisco in far less time than it took to travel overland by stage coach or horseback. In the summer and fall the roads were dusty and bumpy, and in the winter and early spring the coaches were known to sink in the mud to the hubs of the wheels. When the stage routes were first established, schedules were often at the whim of the driver or were cancelled because of bad weather. Fares from San Jose to San Francisco varied from year to year, depending on the economy and the competition of stage and steamship companies. In the language of the day, it was two ounces of gold or thirty-two dollars for a one-way ticket from San Jose to San Francisco. Later the fare would be reduced to twenty-five dollars.

The fares of the steamships were the same as those of the stage coaches, with additional charge for the ride out to Alviso docks. That also varied. When Grandma Bascom made the trip in 1849, she paid "one ounce" or sixteen dollars per person for the ride in a coach from Alviso to San Jose.⁸ Later the fare was reduced to five dollars.

On Monday, April 11, 1853, about 130 passengers* elected to travel to San Francisco on the side-wheeler Jenny Lind.**

8. Anna Marie "Grandma" Bascom, Grandma Bascom's Story of San Jose in '49 (San Jose: San Jose State College, 1942), p. 4.

* Historians and newspapers disagree on the number of passengers on board.

** Christened after the famous Swedish singer of that era.

THE EXPLOSION OF THE JENNY LIND

Among the groups boarding the Jenny Lind were three men who had played very important roles in establishing the first American state capitol in San Jose. They were Charles C. White, Jacob D. Hoppe, and Bernard Murphy.

White had arrived in San Jose in 1846, and became the first Alcalde of San Jose in 1848.⁹ He, along with James F. Reed, was chosen to go to Monterey in an effort to persuade the Constitutional Convantion delegates that San Jose was the best choice for a state capitol.¹⁰ He was among the nineteen San Jose men who executed a note to raise the necessary \$34,000 to build and equip the legislative building which was promised to the Monterey Convention, if San Jose was to become the capitol of California. He had invested in land development and saw the great potential of the new state.

Hoppe, a printer by trade, made his way to San Francisco, and established a weekly newspaper in 1847. Soon after, he moved to San Jose. After the discovery of gold, he went to the mines, remained a few months, and returned to San Jose with a profit. He was elected a delegate to the State Constitutional Convention.¹¹

9. Carey S. Bliss, Introduction to Letter from San Jose. Early California Travel series, by Charles White (Los Angeles: Glen Dawson, 1955), p. 1.

10. Frederic Hall, The History of San Jose and Surroundings (San Francisco: A. L. Bancroft Co., 1871), p. 366.

11. Ibid., p. 363.

He had a mercantile trade and speculated in land. He also served as San Jose's first postmaster in 1849.¹² He was known as a most generous man to both friend and stranger. He was another citizen who pledged to finance the first State Capitol building, and had been involved in the land development and speculation in Alviso.

Murphy came with his father, Martin Murphy, Sr., and family to San Jose in 1844, and they became large land owners in the Santa Clara Valley. Bernard had land investments between Gilroy and South San Jose.

One can only imagine the greetings that must have been exchanged among these three men. Passengers included numerous visitors from the state of New York, as well as others from Ohio, Massachusetts, Quebec, Louisiana, France, and Mexico. Only the passengers who had purchased tickets at Alviso were registered; those from San Jose were not.¹³

The side-wheeler made her way into the channel and proceeded north, keeping a distance of about 4 miles from the west shoreline. They were on course and were running at the usual rate.

About 12:30 p.m., some of the ladies, their children, and some of the men made their way to the dining cabin. Many were seated or just about ready to seat themselves when a shudder was felt throughout the boat. Then the terrible explosion came.

12. Walter N. Frickstad, A Century of California Post Offices: 1848 to 1954 (Oakland: Pacific Rotaprinting Co., 1955), p. 280.

13. Daily Alta California: April 12, 1853, p. 2, col. 2.

The Daily Alta California gave this graphic description of the cause of the explosion:

... Yesterday, at about 12 $\frac{1}{2}$ o'clock, as the Steamboat Jenny Lind was on her passage to this city from Alviso, just as she got abreast of the Pulgas Rancho, the plate on the after head of her boiler blew out, sweeping away, in its course, and followed by the whole body of steam, the cabin bulk head and the exhaustion pipe of the engine.

It is but proper to proviso this account by stating that the hand-hole is a small elliptical hole in the head of the boiler, for the purpose of cleaning it out when dirty, and is different from what is known as the man-hole, which is used to admit a person inside the boiler. It is secured by a crossbar, fastened down with screws. The greatest possible care is requisite in putting in this plate, which is frequently known to blow out, but scarcely an instance has ever occurred, where it has resisted the pressure on it for so long a time when defective. The exhaustion pipe being carried away at the same time, accounts for the excessive destruction on this occasion.¹⁴

All water craft came to the aid of the stricken vessel. The first count of the casualties was estimated at fifty - loss of life computed at eighteen. It appeared that only those who were in the cabin at that time or on line with the volume of steam were injured; all those on deck, on the guards, and forward of the boilers received no injuries. If the accident had happened only five minutes

14. Ibid.

earlier there might not have been any injuries as the cabin was then empty, but as fate would have it, the cabin was occupied when it was blown to pieces.

As soon as a boat could be landed, a Mr. Clark and another gentleman went ashore at Pulgas Rancho to obtain medical aid. Mr. Clark continued on to San Francisco for medical assistance, and the other gentleman returned to the scene of the accident with all the medical supplies that he could obtain.

The victims were in great distress and agony. Friends helped friends; strangers gave aid and comfort to strangers.

San Francisco responded to the need for aid; Mayor Sam Brannan ordered a steamer to go to the assistance of the Jenny Lind. The order was unnecessary, however, as the Captain of the steamer had already decided to go to the aid of the stricken ship. On the way south, this boat met the steamer Union which was heading for San Francisco with the passengers from the Jenny Lind, and both boats returned together.

The Jenny Lind herself was towed into Davis Street Wharf by another boat, the Geliah. The Jenny Lind itself received very little damage. The cabin bulkhead was blown to pieces, and the action of the steam could be seen all through the cabin.¹⁵

15. Daily Alta California: April 13, 1853, p. 2, col. 1.

Hotels were quickly converted into temporary hospitals. The Jones Hotel, Tehama Hotel, and Crescent City Hotel soon had their share of patients. The State Marine Hospital had filled up all its vacancies.¹⁶

Twenty-four years later, San Jose's newspaper - the Pioneer - retold the tragic event.

The cabin was a closely confined room, about 15 by 20 feet, with small windows looking out upon a sort of gangway that intervened between it and the railings. It was just about dinner time - the table was spread, and five minutes before the ladies, children, and gentlemen in charge of ladies, had been introduced into the cabin so that they might not be incommoded by the rush to dinner when the bell should ring. They were about seating themselves at the table - some of the ladies were already seated. Just at this moment the explosion took place; the dense volume of steam rushed into the cabin and instantly pervaded it. All who were in in (sic) were stricken down as if wilted by the heat. They were scalded frightfully externally, and all inhaled the frightful steam; not one escaped; they were all killed instantly, or have since died. Many of them had their clothes literally torn from them; the skin was entirely burnt off their faces and bodies.

The volume of steam struck against the bulkhead in the rear of the boiler - the greater portion burnt through the cabin on its mission of death, whilst another portion recoiled and rushed forward, killing instantly one of the firemen, who was standing in front of the furnace doors, mortally scalding another, who was on the forward deck, and killing several passengers who were standing on the lower deck. Those of the passengers who were standing on the forward part of the upper deck were nearly all saved. A few only were scalded, and those not dangerously. Those about midship, right over the boiler, was (sic) entirely uninjured. But the most terrible destruction of life was on the after part of the

upper deck, just over the cabin. Here a large number of passengers were congregated. After the steam had done its work of destruction in the cabin, it burst up the companion-way, and in an instant swept those in its path to the deck, like grain before the sickle. Not a man around stood; fifty lay prostrate, scalded, wounded, shrieking with agony, or moaning in the last moments of life.

There was but one who escaped unhurt. This was Mr. James Tobin, late of the firm of Tobin & Duncan. He was standing near the companionway leading to the cabin, and talking to Mr. Shelton, when he felt the tremor before alluded to. Familiar with such accidents on the Mississippi river, and knowing what it portended, even before he heard the explosion, and simultaneously with the gushing up of the steam, he jerked apart the fastenings around his neck of a heavy cloak he had on, threw it entirely over his head, wrapped it and his hands in the folds, and prostrated himself to the deck. The furious volume of steam rushed over and around him, but he lay with his hand clasped over his mouth, and held his breath. This he did as long as he could, when he made a gasp to recover himself, and again held his breath. Even through the thick folds of his cloak - through his hand - low down on the deck - half a minute after the explosion, the air was painfully hot. In a little more than a minute, he raised his cloak to see if he could breathe - found it still too hot, and covered himself up again. In two minutes he uncovered, completely unhurt - he had not even been singed. His cloak was burnt, and almost dropped to pieces. He was the only man of that whole crowd who rose up. His escape, under Providence, is due to his presence of mind alone.¹⁷

The Coroner's jury met April 13th, and examined the boat and its boiler. Testimony of the chief engineer was recorded:

My name is W. H. Travis; I am twenty-nine years of age, and was Engineer in charge of this boat at the time of the accident; I would judge that the accident was owing to poor iron in the steam chimney; at the time of the explosion there were 40 pounds of steam on; we generally run with from 40 to 45 pounds sometimes 50 pounds;

17. The Pioneer (San Jose): September 29, 1877, p. 1, col. 2.

a sheet gave way in the steam chimney, or rather split in two; the chimney is made of boiler iron little less than quarter of an inch in thickness; this burst out the back connection plate and allowed the steam to escape into the cabin; the back connection plate is so called because it is where the flue connects with the steam chimney; I have been ten years acquainted with an engine; was formerly a fireman, and have never been an apprentice to the engineer's business, nor studied with a view of becoming one; I was engineer on board the ferry boat Albany, running between Albany and Troy, and then on the Iolas, running between the same places; they were low-pressure boats of from 40 to 50 horse power; this boat is about 50 horse power; she is high pressure, and I consider her boiler equal to that power; I run (sic) a high pressure engine in Burden's Rolling Factory, near Troy, as first Engineer, I have examined the plate since the explosion and think that it was flaky and defective; the iron of which it was composed I believe to be tough iron. The collapsing of the steam chimney is the cause of the disaster; the boiler was repaired about one month since, when it was patched, new braces were put on and a new arch over the furnaces; Mr. Wm Cook made the repairs; I have been in charge of this engine about two months. It was repaired because it was burned and leaked; it had some cracks in the rivets; I do not know the age of the boiler, nor when they (sic) were examined by an inspector, nor whether they ever were; I considered the boiler perfectly safe previous to the explosion; was in the engine room at the time, which is far aft in the boat, while the boiler is well forward, the cabin intervening between them; examined the gage about five minutes previous to the explosion and there were forty lbs. steam on; the fireman who was killed was an experienced man and had formerly had charge of an engine in New York and was sober and steady; went into the boiler room immediately after the accident and attribute the fireman's death to the rush of steam through the furnace flue; the gage I use is one of the patent glass, valve gages; there is also a common lever guage (sic) over the steam chimney, which was set to blow off at fifty pounds. Did not examine the amount of water in the boilers myself, but the fireman told me there were three cocks. The

boiler contains three cocks at different heights and the water was up to the third. I did not throw off the pump during the trip; the pump was going all the time. We were moving through the water about ten miles an hour, not as fast as usual. The water from the pumps is heated before it enters the boiler; the working of the pumps and the fire we had on could not make more steam than we were necessarily working off, the whole head of which was acting on the cylinder at the time of the accident. The steam had been up to fifty pounds during the trip. They had stopped the boat to fix the eccentric wheel, and while stopping the steam increased enough to blow off through the guage (sic) on the steam chimney, which was set at fifty pounds.¹⁸

The inspector's certificate was produced. The certificate was given by Mr. William W. Vanderbilt and Mr. William E. Bushnell, appointed by Ogden Hoffman, Jr. These men certified they had examined the hull of the Jenny Lind, built in San Francisco in 1850, and reported her fit for the navigation of the bays and rivers. The boiler made in 1850, and its arrangements and connections, was repaired in 1851. It was pronounced safe if the steam pressure did not exceed fifty pounds to the square inch. This certificate was to expire May 25, 1853.¹⁹

The final verdict as to the cause of the accident was published April 18, 1853.

The Jenny Lind Accident - Its Cause.

Having examined the ruptured boiler of the Jenny Lind, I would remark that it is constructed with one large reverberating flue, which passes from the furnace to the rear end of the boiler, thence turning upward, is continued into the smoke stack, or funnel. The shell of the boiler at its rear end also turns and extends upward some five feet, embracing the ascending portion of the flue, forming together an annular cavity of some ten inches in width, between the flue and shell.

18. Daily Alta California: April 14, 1853, p. 3, col. 2.

19. Ibid.

This cavity may be called the steam chimney, or upright circular steam chamber. Its object is to enlarge the capacity of the steam reservoir, and to communicate additional heat to the steam. At the lower edge of the rear end of the main flue there is a hole through the boiler, communicating with the exterior, of sufficient size to admit a person through it, for the purpose of cleaning the flue. This hole was filled by a piece of plate iron, placed therein from the outside, and secured by a bar extending across to hooks on either side thereof. As this plate is ordinarily subjected to but little pressure, its fastenings are slight.

The accident was a transverse rupture of one sheet of the iron division which separates the steam chamber from the ascending flue, the upper lip of which swelling quite across the flue, like a damper, effectually prevented the escape of the liberated steam through the smokestack. The steam, boiling water and smoke then sought other avenues of escape, and the plate so slightly securing the hole in the main flue offering the least resistance, it was thrown outwards, and the contents of the boiler then found their discharge. Thence rushing across the small vacant room adjoining, into the cabin, the steam burst, and drove before it the partition of the cabin in and upon and over the heads of the passengers, who had just taken their seats at the dining table. In this company was included all the ladies excepting five, and all the children. These were assailed and badly wounded by the flying pieces of the partition, and thrown over and completely enveloped by the scalding steam, the boiling water and coal gas closely following to complete the devastation.

The cause of the rupturing of the flue may be found in the defective state of the iron, its insecurity in wanting the necessary stay bolts, or in the unusual pressure of steam thereon at the time. Doubtless each of these conditions may have united to produce this melancholy catastrophe.

C.20

20. Daily Alta California: April 18, 1853, p. 2, col. 2.

The final count of the dead climbed to thirty-one. (see Appendix B). Many others would face life with disfigurements and handicaps. All who survived would bear the mental scars. Many people had been and would become the needless victims of bad judgement and inferior workmanship, and of the greed for profits to be made on the rivers and bays.

There were no laws for navigation in the inland waters. Often, reckless or unskilled personnel were responsible for the safety and lives of the passengers. (Chief Engineer Travis, for instance, whose testimony sounded rather defensive, had managed to become an engineer without studying for the job.) Ship owners counted on quick trips to enlarge their profits, and crew members would bet each other and race to win those bets. But the passengers could be just as irresponsible as they were known to urge crew members on to build up the steam pressure and let fate take its course.

Speed was king.

But life adjusts and flows on, and with the arrival of the railroads, the era of the side-wheeler has long since passed into history.

APPENDIX A

This poem was written by Mary McGuire of Myrtle River, Connecticut after reading of the explosion in The Pioneer's account, which was reprinted in an Eastern paper. The poem was published in The Pioneer on November 3, 1877.

EXPLOSION OF THE JENNY LIND IN 1853.*

Only a pleasure excursion on a clear and sunny day,
Sailing to San Francisco from the city of San Jose;
The gallant steamer is freighted with precious human lives,
They think not of coming danger, nor fear death's terrible
gyves.

There is music and mirth and laughter and many a thoughtless
jest

On the lips of the dark-eyed beauties of the golden land
in the West.

Twelve o'clock. Within the cabin where a good repast is spread,
The minister with reverence due, bows low his aged head,
He asks a humble blessing from the God who above - (sic)
He thanks Him for his mercy, for His great and endless love.
On deck the merry children shout aloud with boist'rous glee;
It is well death's shadows enter not their hearts so
pure and free.

Ten minutes past twelve. A tremor with a hot and scorching
breath -

A volume of heat, dense, scalding, swift: the messenger of death!
The "Jenny Lind" enveloped in one black smoky cloud,
And with that terrible breath of steam a report sounds
sharp and loud;

An hundred corpses lying on deck and cabin floor,
Stricken in one brief moment - oh God! what is there more?

Only the moans and the wailings, the anguish of the cries
From the dying, suffering creatures with aching, sightless eyes.
Saw ye the handsome bridegroom who gazed with a tender pride
Upon the lovely features of his fair and gentle bride?
See now the blackened human forms still in a close embrace -
Ye shudder from the horror of each grim and bloated face!

Without a moment of warning death's mighty mighty (sic)
 sickle came,
 Cutting down bud and blossom like dry grass swept by flame.
 A hundred homes made desolate! "Why do the loved ones wait?"
 Expectant faces watch in vain for footsteps at the gate.
 But at the dusk of evening the fearful tidings sped -
 "Explosion of the 'Jenny Lind', some dying and some dead!"

Lips that were wreathed in smiling grow white and dumb
 with fear =
 Husband, son and brother, wife, mother, children dear,
 A horror, vast and awful, turns many a fair cheek pale,
 And hands to heaven are lifted with a low and anguished wail.
 Yet in the wildest agony sweet memories will come
 Of kisses pressed on loved one's lips that have now grown
 stiff and dumb.

The baby's crib is empty now, and smooth the snowy spread,
 Our darling's life is ended, our baby girl is dead.
 The widowed mother searches for her all, her only son;
 With the dead or with the dying, where is the missing one?
 Ah! many a link is broken in that golden chain of love -
 Many a home is darkened while sad tears fall above

The forms still and unconscious of the care that comes too late,
 Or the bitter tears that's (sic) falling for the vessel's
 hapless fate.
 Thanks to the noble minister who that last moment lead
 Thoughts to the Great King's mighty throne by the prayerful
 words he said.
 The Father is all merciful, and in that better land
 Each group will be made perfect by the Saviour's dying hand.

*On reading the account of the explosion in THE PIONEER.

MARY McGUIRE,
 Mystic River, Conn.

APPENDIX B

The Fatalities of the Jenny Lind

Name	Residence
Atalie Beauchamp (mother)	San Francisco, Calif.
Blanch Beauchamp (child)	San Francisco, Calif.
Charles Beauchamp (child)	San Francisco, Calif.
Adolph Behn (5 yrs. old)	Mexico
Edward Behn	
Franklin W. Bosworth	<u>Buffalo, N.Y.</u>
Mr. Bradbury	
John S. Bradbury	<u>Gifford, N.Y.</u>
John Brady	New Orleans, La.
M. Carpentier	France
Lafayette F. Drake	Portage, Ohio
Charles Emerson	Bucksport, Mo.
Jonas Hawkins	Geneva, N.Y.
J. P. Hoppe	San Jose, Calif.
James Hopkins	Geneva, N.Y.
Thomas Kell	Quebec, L.C.
Mrs. Kimball	
Francis Henry Macabee	<u>Yonkers, N.Y.</u>
Bernard Murphy	San Jose, Calif.
Emma Page (3 yrs. old)	San Francisco
Mrs. S. A. Page	
Charles Edward Ripley (6 yrs. old)	<u>Barre, Mass.</u>
Mary B. T. Ripley (wife)	Barre, Mass.
Noah Ripley (husband)	Barre, Mass.
Sarah Francis Ripley (10 yrs. old)	Barre, Mass.
C. A. Shelton	San Francisco, Calif.
Jeremiah Van Buren	Greenbush, N.Y.
Child of Mrs. L. B. Westfall (1 yr. old)	
Charles White	<u>San Jose</u>
Mrs. J. B. Wenlac	Santa Clara
An unknown man	

The Pioneer: September 29, 1877, p. 2, col. 2.

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and Mr. Clyde Arbuckle, San Jose City Historian.

PREFACE

Most of us who were privileged to know Laurence E. Bulmore were so impressed with his knowledge of and devotion to the history of New Almaden that we seldom realized what his occupation had been. He was a marine engineer for the Southern Pacific ferryboats on the San Francisco Bay. It was he who first told me the story of the explosion of the side-wheeler the Jenny Lind in 1853. He also impressed upon me the important role the bay and river traffic had played in the development of California. This was a subject that had been completely eliminated from the history courses I had taken. It is a tremendously exciting part of our state's history, and it needs to be explored and told.

Dedicated to the Memory

of

Laurence E. Bulmore

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INTRODUCTION

George C. Yount in his Chronicles (1833) described the San Francisco Bay region:

The deer antelope and nobel elk were numerous beyond all parellel. In heards of many hundred, they might be met, so tame that they would hardly move to open the way for travelers to pass. They were seen lying or grazing in emence heards, on the sunny side of every hill and their young like lambs were frisking in all directions. The wild guese and every species of water fowl darkened the surface of every bay and firth and upon the land in flocks of millions they wandered in quest of insects and cropping the wild oats which grew rich in abundance. When disturbed they arose to fly, the sound of their wings like that of distance thunder. The rivers were literally crowded with salom. It was literally a land of plenty and such a climate as no other could boast off.¹ (Original spelling and punctuation retained.)

This tranquil scene of the bay and its shoreline would soon be disturbed by the arrival of the restless Americans following the gold discovery at Coloma in 1848. The adventurer would arrive in San Francisco, only to be frustrated as to how to continue his journey to the Mother Lode. The great need for fast, reliable transportation - or as reliable as could be expected for that time - was the greatest problem facing the newcomer. All means of conveyances

1. George C. Yount and his Chronicles of the West ...
Edited by Charles L. Camp (Denver, Old West Pub. Co., 1966),
p. 130.

were making their way to the mines: stage coaches, handcarts, wagons - anything that had wheels was on the move at exorbitant fares.

The water traffic was no exception. A year before the gold discovery a Russian bark, the Naslednich, dropped anchor in San Francisco Bay. Included in her cargo was a steamboat. It was in pieces and, when assembled, was only thirty-seven feet long. It had been in use in Alaska under the name Sitka.² William A. Leidesdorff, one of the early merchants, took her on consignment, and she made a few trial runs up and down the Bay. On November 29, 1847, she made her way up the Sacramento River to New Helvetia in the unsatisfactory time of six days and seven hours. Her return voyage set no record for speed either. It was reported by the Daily Alta California that the Sitka was beaten into Benecia by an ox team to the tune of four days.³

So California's steamboat trade was born of the gold rush. The natural waterways were a God-given gift as a means of travel to the mines.

The steamboat industry developed quickly. The ever enterprising and imaginative American added to the inventory of the river boats in three ways. Shipyards sprang up at Rincon Point, Sacramento, Redwood City, and Benecia, and steamships were completely constructed there. Complete parts for some steamships were manufactured in the

* Often referred to as Little Sitka.

2. Jerry MacMullen, Paddle-wheel Days in California (Stanford: Stanford University Press, 1944), p. 4.

3. Ibid.

East and shipped around the Horn. More sturdy steamships made the trip themselves from eastern and southern ports to the Bay Area and were adapted for river traffic.

Supplies, machinery, and passengers had made their way to the Embarcadero de Santa Clara (Alviso Creek) as early as 1777, when the supplies were brought down to Mission Santa Clara. Sailing sloops had been frequent visitors since 1820. The first California steamer visited the Embarcadero on November 26, 1847. It was the Sitka.⁴

The first regularly scheduled steamship appears to have been the Sacramento, which advertised almost daily in the Alta California after January 1850.⁵

A shorter way to Alviso was developed in 1851 when the sloop Salodina was brought into Alviso by a new route. The steamboat Boston used this newly discovered channel, and the route was named Steamboat Slough.⁶ This shorter way was used by the side-wheeler Jenny Lind.

This sixty-one ton side-wheeler was constructed in San Francisco and was pressed into the run to Alviso. She left San Francisco for Alviso every Tuesday, Thursday, and Saturday at 9:00 a.m. from Long Wharf, and returned on Mondays, Wednesdays, and Fridays, leaving at 8:30 a.m.⁷ She laid over in Alviso on Sundays.

4. William F. James and George H. McMurry, History of San Jose, California (San Jose: A. H. Cawston, 1933), p. 74.

5. Daily Alta California, Jan. 31, 1820, p. 3, and regularly after.

6. J. P. Munro Fraser, History of Santa Clara County (San Francisco: Alley Bowen and Co., 1881), p. 247.

7. San Francisco Directory 1852-53 (San Francisco: James M. Parker, 1852), p. 26.

Alviso was building up its reputation as a port to ship fresh produce, fresh game, and quicksilver ore from the New Almaden Mines. Passengers could take the stage coach from San Jose to Alviso, transfer to a steamer, and be in San Francisco in far less time than it took to travel overland by stage coach or horseback. In the summer and fall the roads were dusty and bumpy, and in the winter and early spring the coaches were known to sink in the mud to the hubs of the wheels. When the stage routes were first established, schedules were often at the whim of the driver or were cancelled because of bad weather. Fares from San Jose to San Francisco varied from year to year, depending on the economy and the competition of stage and steamship companies. In the language of the day, it was two ounces of gold or thirty-two dollars for a one-way ticket from San Jose to San Francisco. Later the fare would be reduced to twenty-five dollars.

The fares of the steamships were the same as those of the stage coaches, with additional charge for the ride out to Alviso docks. That also varied. When Grandma Bascom made the trip in 1849, she paid "one ounce" or sixteen dollars per person for the ride in a coach from Alviso to San Jose.⁸ Later the fare was reduced to five dollars.

On Monday, April 11, 1853, about 130 passengers* elected to travel to San Francisco on the side-wheeler Jenny Lind.**

8. Anna Marie "Grandma" Bascom, Grandma Bascom's Story of San Jose in '49 (San Jose: San Jose State College, 1942), p. 4.

* Historians and newspapers disagree on the number of passengers on board.

** Christened after the famous Swedish singer of that era.

THE EXPLOSION OF THE JENNY LIND

Among the groups boarding the Jenny Lind were three men who had played very important roles in establishing the first American state capitol in San Jose. They were Charles C. White, Jacob D. Hoppe, and Bernard Murphy.

White had arrived in San Jose in 1846, and became the first Alcalde of San Jose in 1848.⁹ He, along with James F. Reed, was chosen to go to Monterey in an effort to persuade the Constitutional Convantion delegates that San Jose was the best choice for a state capitol.¹⁰ He was among the nineteen San Jose men who executed a note to raise the necessary \$34,000 to build and equip the legislative building which was promised to the Monterey Convention, if San Jose was to become the capitol of California. He had invested in land development and saw the great potential of the new state.

Hoppe, a printer by trade, made his way to San Francisco, and established a weekly newspaper in 1847. Soon after, he moved to San Jose. After the discovery of gold, he went to the mines, remained a few months, and returned to San Jose with a profit. He was elected a delegate to the State Constitutional Convention.¹¹

9. Carey S. Bliss, Introduction to Letter from San Jose. Early California Travel series, by Charles White (Los Angeles: Glen Dawson, 1955), p. 1.

10. Frederic Hall, The History of San Jose and Surroundings (San Francisco: A. L. Bancroft Co., 1871), p. 366.

11. Ibid., p. 363.

He had a mercantile trade and speculated in land. He also served as San Jose's first postmaster in 1849.¹² He was known as a most generous man to both friend and stranger. He was another citizen who pledged to finance the first State Capitol building, and had been involved in the land development and speculation in Alviso.

Murphy came with his father, Martin Murphy, Sr., and family to San Jose in 1844, and they became large land owners in the Santa Clara Valley. Bernard had land investments between Gilroy and South San Jose.

One can only imagine the greetings that must have been exchanged among these three men. Passengers included numerous visitors from the state of New York, as well as others from Ohio, Massachusetts, Quebec, Louisiana, France, and Mexico. Only the passengers who had purchased tickets at Alviso were registered; those from San Jose were not.¹³

The side-wheeler made her way into the channel and proceeded north, keeping a distance of about 4 miles from the west shoreline. They were on course and were running at the usual rate.

About 12:30 p.m., some of the ladies, their children, and some of the men made their way to the dining cabin. Many were seated or just about ready to seat themselves when a shudder was felt throughout the boat. Then the terrible explosion came.

12. Walter N. Frickstad, A Century of California Post Offices: 1848 to 1954 (Oakland: Pacific Rotaprinting Co., 1955), p. 280.

13. Daily Alta California: April 12, 1853, p. 2, col. 2.

The Daily Alta California gave this graphic description of the cause of the explosion:

... Yesterday, at about 12 $\frac{1}{2}$ o'clock, as the Steamboat Jenny Lind was on her passage to this city from Alviso, just as she got abreast of the Pulgas Rancho, the plate on the after head of her boiler blew out, sweeping away, in its course, and followed by the whole body of steam, the cabin bulk head and the exhaustion pipe of the engine.

It is but proper to proviso this account by stating that the hand-hole is a small elliptical hole in the head of the boiler, for the purpose of cleaning it out when dirty, and is different from what is known as the man-hole, which is used to admit a person inside the boiler. It is secured by a crossbar, fastened down with screws. The greatest possible care is requisite in putting in this plate, which is frequently known to blow out, but scarcely an instance has ever occurred, where it has resisted the pressure on it for so long a time when defective. The exhaustion pipe being carried away at the same time, accounts for the excessive destruction on this occasion.¹⁴

All water craft came to the aid of the stricken vessel. The first count of the casualties was estimated at fifty - loss of life computed at eighteen. It appeared that only those who were in the cabin at that time or on line with the volume of steam were injured; all those on deck, on the guards, and forward of the boilers received no injuries. If the accident had happened only five minutes

14. Ibid.

earlier there might not have been any injuries as the cabin was then empty, but as fate would have it, the cabin was occupied when it was blown to pieces.

As soon as a boat could be landed, a Mr. Clark and another gentleman went ashore at Pulgas Rancho to obtain medical aid. Mr. Clark continued on to San Francisco for medical assistance, and the other gentleman returned to the scene of the accident with all the medical supplies that he could obtain.

The victims were in great distress and agony. Friends helped friends; strangers gave aid and comfort to strangers.

San Francisco responded to the need for aid; Mayor Sam Brannan ordered a steamer to go to the assistance of the Jenny Lind. The order was unnecessary, however, as the Captain of the steamer had already decided to go to the aid of the stricken ship. On the way south, this boat met the steamer Union which was heading for San Francisco with the passengers from the Jenny Lind, and both boats returned together.

The Jenny Lind herself was towed into Davis Street Wharf by another boat, the Geliah. The Jenny Lind itself received very little damage. The cabin bulkhead was blown to pieces, and the action of the steam could be seen all through the cabin.¹⁵

15. Daily Alta California: April 13, 1853, p. 2, col. 1.

Hotels were quickly converted into temporary hospitals. The Jones Hotel, Tehama Hotel, and Crescent City Hotel soon had their share of patients. The State Marine Hospital had filled up all its vacancies.¹⁶

Twenty-four years later, San Jose's newspaper - the Pioneer - retold the tragic event.

The cabin was a closely confined room, about 15 by 20 feet, with small windows looking out upon a sort of gangway that intervened between it and the railings. It was just about dinner time - the table was spread, and five minutes before the ladies, children, and gentlemen in charge of ladies, had been introduced into the cabin so that they might not be incommoded by the rush to dinner when the bell should ring. They were about seating themselves at the table - some of the ladies were already seated. Just at this moment the explosion took place; the dense volume of steam rushed into the cabin and instantly pervaded it. All who were in in (sic) were stricken down as if wilted by the heat. They were scalded frightfully externally, and all inhaled the frightful steam; not one escaped; they were all killed instantly, or have since died. Many of them had their clothes literally torn from them; the skin was entirely burnt off their faces and bodies.

The volume of steam struck against the bulkhead in the rear of the boiler - the greater portion burnt through the cabin on its mission of death, whilst another portion recoiled and rushed forward, killing instantly one of the firemen, who was standing in front of the furnace doors, mortally scalding another, who was on the forward deck, and killing several passengers who were standing on the lower deck. Those of the passengers who were standing on the forward part of the upper deck were nearly all saved. A few only were scalded, and those not dangerously. Those about midship, right over the boiler, was (sic) entirely uninjured. But the most terrible destruction of life was on the after part of the

upper deck, just over the cabin. Here a large number of passengers were congregated. After the steam had done its work of destruction in the cabin, it burst up the companion-way, and in an instant swept those in its path to the deck, like grain before the sickle. Not a man around stood; fifty lay prostrate, scalded, wounded, shrieking with agony, or moaning in the last moments of life.

There was but one who escaped unhurt. This was Mr. James Tobin, late of the firm of Tobin & Duncan. He was standing near the companionway leading to the cabin, and talking to Mr. Shelton, when he felt the tremor before alluded to. Familiar with such accidents on the Mississippi river, and knowing what it portended, even before he heard the explosion, and simultaneously with the gushing up of the steam, he jerked apart the fastenings around his neck of a heavy cloak he had on, threw it entirely over his head, wrapped it and his hands in the folds, and prostrated himself to the deck. The furious volume of steam rushed over and around him, but he lay with his hand clasped over his mouth, and held his breath. This he did as long as he could, when he made a gasp to recover himself, and again held his breath. Even through the thick folds of his cloak - through his hand - low down on the deck - half a minute after the explosion, the air was painfully hot. In a little more than a minute, he raised his cloak to see if he could breathe - found it still too hot, and covered himself up again. In two minutes he uncovered, completely unhurt - he had not even been singed. His cloak was burnt, and almost dropped to pieces. He was the only man of that whole crowd who rose up. His escape, under Providence, is due to his presence of mind alone.¹⁷

The Coroner's jury met April 13th, and examined the boat and its boiler. Testimony of the chief engineer was recorded:

My name is W. H. Travis; I am twenty-nine years of age, and was Engineer in charge of this boat at the time of the accident; I would judge that the accident was owing to poor iron in the steam chimney; at the time of the explosion there were 40 pounds of steam on; we generally run with from 40 to 45 pounds sometimes 50 pounds;

17. The Pioneer (San Jose): September 29, 1877, p. 1, col. 2.

a sheet gave way in the steam chimney, or rather split in two; the chimney is made of boiler iron little less than quarter of an inch in thickness; this burst out the back connection plate and allowed the steam to escape into the cabin; the back connection plate is so called because it is where the flue connects with the steam chimney; I have been ten years acquainted with an engine; was formerly a fireman, and have never been an apprentice to the engineer's business, nor studied with a view of becoming one; I was engineer on board the ferry boat Albany, running between Albany and Troy, and then on the Iolas, running between the same places; they were low-pressure boats of from 40 to 50 horse power; this boat is about 50 horse power; she is high pressure, and I consider her boiler equal to that power; I run (sic) a high pressure engine in Burden's Rolling Factory, near Troy, as first Engineer, I have examined the plate since the explosion and think that it was flaky and defective; the iron of which it was composed I believe to be tough iron. The collapsing of the steam chimney is the cause of the disaster; the boiler was repaired about one month since, when it was patched, new braces were put on and a new arch over the furnaces; Mr. Wm Cook made the repairs; I have been in charge of this engine about two months. It was repaired because it was burned and leaked; it had some cracks in the rivets; I do not know the age of the boiler, nor when they (sic) were examined by an inspector, nor whether they ever were; I considered the boiler perfectly safe previous to the explosion; was in the engine room at the time, which is far aft in the boat, while the boiler is well forward, the cabin intervening between them; examined the gage about five minutes previous to the explosion and there were forty lbs. steam on; the fireman who was killed was an experienced man and had formerly had charge of an engine in New York and was sober and steady; went into the boiler room immediately after the accident and attribute the fireman's death to the rush of steam through the furnace flue; the gage I use is one of the patent glass, valve gages; there is also a common lever guage (sic) over the steam chimney, which was set to blow off at fifty pounds. Did not examine the amount of water in the boilers myself, but the fireman told me there were three cocks. The

boiler contains three cocks at different heights and the water was up to the third. I did not throw off the pump during the trip; the pump was going all the time. We were moving through the water about ten miles an hour, not as fast as usual. The water from the pumps is heated before it enters the boiler; the working of the pumps and the fire we had on could not make more steam than we were necessarily working off, the whole head of which was acting on the cylinder at the time of the accident. The steam had been up to fifty pounds during the trip. They had stopped the boat to fix the eccentric wheel, and while stopping the steam increased enough to blow off through the guage (sic) on the steam chimney, which was set at fifty pounds.¹⁸

The inspector's certificate was produced. The certificate was given by Mr. William W. Vanderbilt and Mr. William E. Bushnell, appointed by Ogden Hoffman, Jr. These men certified they had examined the hull of the Jenny Lind, built in San Francisco in 1850, and reported her fit for the navigation of the bays and rivers. The boiler made in 1850, and its arrangements and connections, was repaired in 1851. It was pronounced safe if the steam pressure did not exceed fifty pounds to the square inch. This certificate was to expire May 25, 1853.¹⁹

The final verdict as to the cause of the accident was published April 18, 1853.

The Jenny Lind Accident - Its Cause.

Having examined the ruptured boiler of the Jenny Lind, I would remark that it is constructed with one large reverberating flue, which passes from the furnace to the rear end of the boiler, thence turning upward, is continued into the smoke stack, or funnel. The shell of the boiler at its rear end also turns and extends upward some five feet, embracing the ascending portion of the flue, forming together an annular cavity of some ten inches in width, between the flue and shell.

18. Daily Alta California: April 14, 1853, p. 3, col. 2.

19. Ibid.

This cavity may be called the steam chimney, or upright circular steam chamber. Its object is to enlarge the capacity of the steam reservoir, and to communicate additional heat to the steam. At the lower edge of the rear end of the main flue there is a hole through the boiler, communicating with the exterior, of sufficient size to admit a person through it, for the purpose of cleaning the flue. This hole was filled by a piece of plate iron, placed therein from the outside, and secured by a bar extending across to hooks on either side thereof. As this plate is ordinarily subjected to but little pressure, its fastenings are slight.

The accident was a transverse rupture of one sheet of the iron division which separates the steam chamber from the ascending flue, the upper lip of which swelling quite across the flue, like a damper, effectually prevented the escape of the liberated steam through the smokestack. The steam, boiling water and smoke then sought other avenues of escape, and the plate so slightly securing the hole in the main flue offering the least resistance, it was thrown outwards, and the contents of the boiler then found their discharge. Thence rushing across the small vacant room adjoining, into the cabin, the steam burst, and drove before it the partition of the cabin in and upon and over the heads of the passengers, who had just taken their seats at the dining table. In this company was included all the ladies excepting five, and all the children. These were assailed and badly wounded by the flying pieces of the partition, and thrown over and completely enveloped by the scalding steam, the boiling water and coal gas closely following to complete the devastation.

The cause of the rupturing of the flue may be found in the defective state of the iron, its insecurity in wanting the necessary stay bolts, or in the unusual pressure of steam thereon at the time. Doubtless each of these conditions may have united to produce this melancholy catastrophe.

C.20

20. Daily Alta California: April 18, 1853, p. 2,
col. 2.

The final count of the dead climbed to thirty-one. (see Appendix B). Many others would face life with disfigurements and handicaps. All who survived would bear the mental scars. Many people had been and would become the needless victims of bad judgement and inferior workmanship, and of the greed for profits to be made on the rivers and bays.

There were no laws for navigation in the inland waters. Often, reckless or unskilled personnel were responsible for the safety and lives of the passengers. (Chief Engineer Travis, for instance, whose testimony sounded rather defensive, had managed to become an engineer without studying for the job.) Ship owners counted on quick trips to enlarge their profits, and crew members would bet each other and race to win those bets. But the passengers could be just as irresponsible as they were known to urge crew members on to build up the steam pressure and let fate take its course.

Speed was king.

But life adjusts and flows on, and with the arrival of the railroads, the era of the side-wheeler has long since passed into history.

APPENDIX A

This poem was written by Mary McGuire of Myrtle River, Connecticut after reading of the explosion in The Pioneer's account, which was reprinted in an Eastern paper. The poem was published in The Pioneer on November 3, 1877.

EXPLOSION OF THE JENNY LIND IN 1853.*

Only a pleasure excursion on a clear and sunny day,
Sailing to San Francisco from the city of San Jose;
The gallant steamer is freighted with precious human lives,
They think not of coming danger, nor fear death's terrible
gyves.
There is music and mirth and laughter and many a thoughtless
jest
On the lips of the dark-eyed beauties of the golden land
in the West.

Twelve o'clock. Within the cabin where a good repast is spread,
The minister with reverence due, bows low his aged head,
He asks a humble blessing from the God who above - (sic)
He thanks Him for his mercy, for His great and endless love.
On deck the merry children shout aloud with boist'rous glee;
It is well death's shadows enter not their hearts so
pure and free.

Ten minutes past twelve. A tremor with a hot and scorching
breath -
A volume of heat, dense, scalding, swift: the messenger of death!
The "Jenny Lind" enveloped in one black smoky cloud,
And with that terrible breath of steam a report sounds
sharp and loud;
An hundred corpses lying on deck and cabin floor,
Stricken in one brief moment - oh God! what is there more?

Only the moans and the wailings, the anguish of the cries
From the dying, suffering creatures with aching, sightless eyes.
Saw ye the handsome bridegroom who gazed with a tender pride
Upon the lovely features of his fair and gentle bride?
See now the blackened human forms still in a close embrace -
Ye shudder from the horror of each grim and bloated face!

Without a moment of warning death's mighty mighty (sic)
 sickle came,
 Cutting down bud and blossom like dry grass swept by flame.
 A hundred homes made desolate! "Why do the loved ones wait?"
 Expectant faces watch in vain for footsteps at the gate.
 But at the dusk of evening the fearful tidings sped -
 "Explosion of the 'Jenny Lind', some dying and some dead!"

Lips that were wreathed in smiling grow white and dumb
 with fear =
 Husband, son and brother, wife, mother, children dear,
 A horror, vast and awful, turns many a fair cheek pale,
 And hands to heaven are lifted with a low and anguished wail.
 Yet in the wildest agony sweet memories will come
 Of kisses pressed on loved one's lips that have now grown
 stiff and dumb.

The baby's crib is empty now, and smooth the snowy spread,
 Our darling's life is ended, our baby girl is dead.
 The widowed mother searches for her all, her only son;
 With the dead or with the dying, where is the missing one?
 Ah! many a link is broken in that golden chain of love -
 Many a home is darkened while sad tears fall above

The forms still and unconscious of the care that comes too late,
 Or the bitter tears that's (sic) falling for the vessel's
 hapless fate.
 Thanks to the noble minister who that last moment lead
 Thoughts to the Great King's mighty throne by the prayerful
 words he said.
 The Father is all merciful, and in that better land
 Each group will be made perfect by the Saviour's dying hand.

*On reading the account of the explosion in THE PIONEER.

MARY McGUIRE,
 Mystic River, Conn.

APPENDIX B

The Fatalities of the Jenny Lind

Name	Residence
Atalie Beauchamp (mother)	San Francisco, Calif.
Blanch Beauchamp (child)	San Francisco, Calif.
Charles Beauchamp (child)	San Francisco, Calif.
Adolph Behn (5 yrs. old)	Mexico
Edward Behn	
Franklin W. Bosworth	<u>Buffalo, N.Y.</u>
Mr. Bradbury	
John S. Bradbury	<u>Gifford, N.Y.</u>
John Brady	New Orleans, La.
M. Carpentier	France
Lafayette F. Drake	Portage, Ohio
Charles Emerson	Bucksport, Mo.
Jonas Hawkins	Geneva, N.Y.
J. P. Hoppe	San Jose, Calif.
James Hopkins	Geneva, N.Y.
Thomas Kell	Quebec, L.C.
Mrs. Kimball	
Francis Henry Macabee	<u>Yonkers, N.Y.</u>
Bernard Murphy	San Jose, Calif.
Emma Page (3 yrs. old)	San Francisco
Mrs. S. A. Page	
Charles Edward Ripley (6 yrs. old)	<u>Barre, Mass.</u>
Mary B. T. Ripley (wife)	Barre, Mass.
Noah Ripley (husband)	Barre, Mass.
Sarah Francis Ripley (10 yrs. old)	Barre, Mass.
C. A. Shelton	San Francisco, Calif.
Jeremiah Van Buren	Greenbush, N.Y.
Child of Mrs. L. B. Westfall (1 yr. old)	
Charles White	<u>San Jose</u>
Mrs. J. B. Wenlac	Santa Clara
An unknown man	

The Pioneer: September 29, 1877, p. 2, col. 2.

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