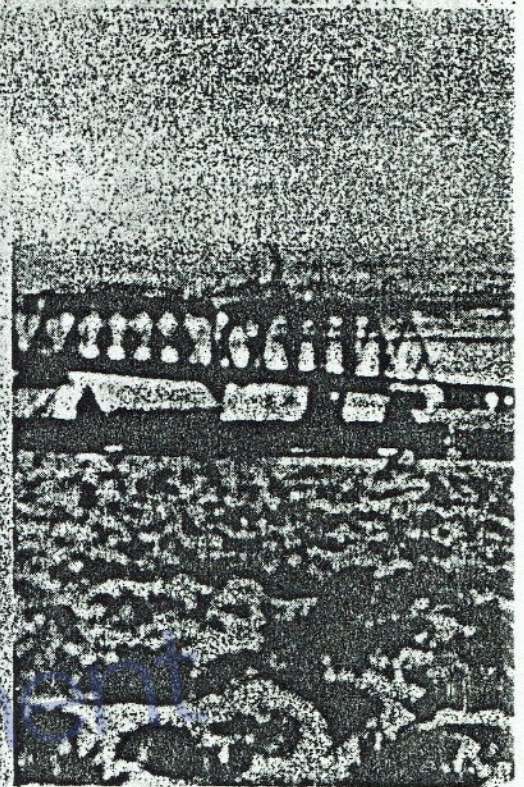


*George Jennings  
Ainsworth, son  
of John C.  
Ainsworth who  
named the  
town Ainsworth  
B. C. Canada*



Courtesy Oregon Historical Society  
Captain John C. Ainsworth, 1864.



# AINSWORTH

## Snake

## River

## Sinkhole

By DULCIMER NIELSEN

IT was just an average payday in the town of Ainsworth, Washington. Outside the White Elephant Dance Hall a band played honky-tonk music, attracting railroad workers who were all too happy to spend their checks on the prostitutes gathering around this center of vice.

It was broad daylight, but already drunks lay in the road; fights were breaking out; black eyes, bruised faces and broken jaws were common sights. Decent townswomen didn't dare step out of their homes unescorted. The sheriff advised men to stay in groups of two or three and use their guns if need be.

A hotel guest's clothes and money were stolen as he slept. He said, "If Gabriel ever blew his trumpet over that town before the angel could cross the river his instrument would not only be stolen, but one-third of the population would be kicking because it was not more valuable."

Down the street a jury deliberated for hours at the trial of a broadax expert who had killed a man and stolen his



Ainsworth, Washington, thought to have been taken August 3, 1884, perhaps by E. J. Partridge. The Snake River bridge is at the left; the Columbia River is in the background. Courtesy Franklin County Historical Society.

horse. Broadax experts were hard to find and badly needed to finish the railroad bridge. Self-defense. "Not guilty of murder," they said to the judge.

"Lock them up," the judge told the bailiff. "Let them come in with another verdict. They hung that fellow for horse stealing two hours ago."

As the evening wore on in this lawless little "slice of the slums of New York set down in the West," vigilantes raided gambling halls and opium dens, attempting to counteract crime and corruption with their own brand of justice—threats, coercion, bigotry and violence. Some transients found themselves at the bottom of the Columbia River with rocks for life jackets. Woe unto the poor Chinese laborers who dared to work for less wages than white men in need of employment!

A SEGMENT of society so small as to be virtually irrelevant struggled to carve a respectable niche in Ainsworth. It managed to erect one church, a one-room school and a post office. These buildings, however, were hopelessly out-

Spring 1985

numbered by bawdy houses, gambling emporiums and saloons. Housewives who bravely tried to establish tokens of civilization with tiny lawns and flower beds watched helplessly as their efforts vanished, trampled back into dust by whooping, yelling cowboys and Indians galloping through town on their way to the bars.

The only good from the relentless, inescapable sand that blew over the barren sagebrush desert came when Lewis and Clark were able to trade with local Indians for needed supplies. What did the Indians need in return from explorers? "Eye-water"—medicine and medical treatment for eyes inflamed and infected by wind-borne sand!

Founded in 1879 as a western base for the Northern Pacific Railroad, Ainsworth sported sawmills and railroad construction depots, with nary a tree for lumber in sight; all wood had to be hauled from miles away, much of it by the noble old steamboats that would all too soon be doomed to obsolescence by the very tracks they helped construct.

As the transcontinental railroad neared completion, numerous lesser lines were converging, squabbling and competing for territory and control: down from Spokane, up the Columbia, across from Yakima, zig-zagging over from Dayton and Walla Walla. Ainsworth grew up as a logical hub for commerce and supplies. A railroad bridge over the Snake River was obviously necessary and its laborers and those who catered to their needs helped create a boom.

Ainsworth became the Franklin County Seat in 1883. Otherwise few kind words were ever used to describe this wild and wooly site.

As the Snake River bridge and surrounding railroad construction was completed, the boom town workers moved on; a new bridge across the Columbia River lured the populace over to Pasco, where the county seat was moved in 1885. Ironically, one bridge brought the town about; another one caused its downfall. The Northern Pacific office closed in Ainsworth that same year. By 1890 the census dropped Ainsworth

from its rolls, and some historians declared the town legally dead in 1898. In reality, however, the town lingered on, chiefly as a port and a ship building site. The river barge *Umatilla* was built and launched at Ainsworth on June 9, 1940.

**THE GOD-FORSAKEN** little town did die and crumble away eventually, and today nothing remains except a plaque. And the blowing sand.

The town of Ainsworth was named for Captain John C. Ainsworth. Born June 6, 1822, in Springfield, Ohio, Ainsworth was orphaned at 11. He quit school at 13 and was shuttled between relatives until he determined he would make his own fortune and identity without help from others.

An understudy of Sam Clemens, Ainsworth learned steamboating skills early on the Mississippi River. His first marriage left him a heartbroken widower after only 15 months, and he wrote in his diary: "This loss changed the whole course of my life." He moved on, ending up in Oregon in 1850, where he took command of the steamboat *Lot Whitcomb*. "The Captain" as he became known, piloted, built, bought and sold steamboats, steadily building up capital and a sound business reputation. He

created order out of chaos in river traffic on the Columbia River, founding and heading the Oregon Steam Navigation Company, which established a respected

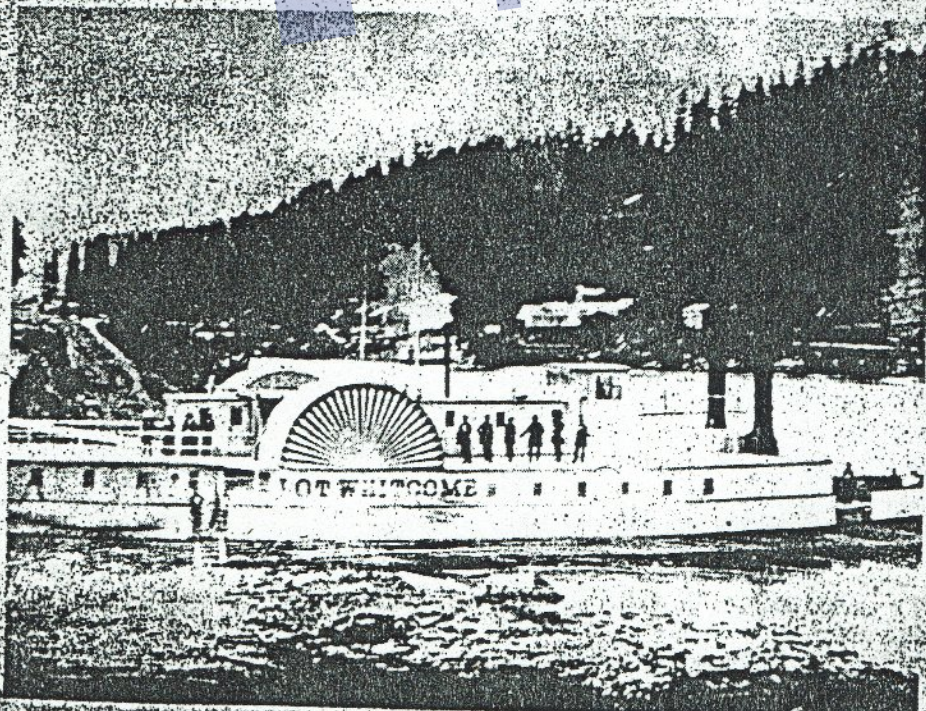
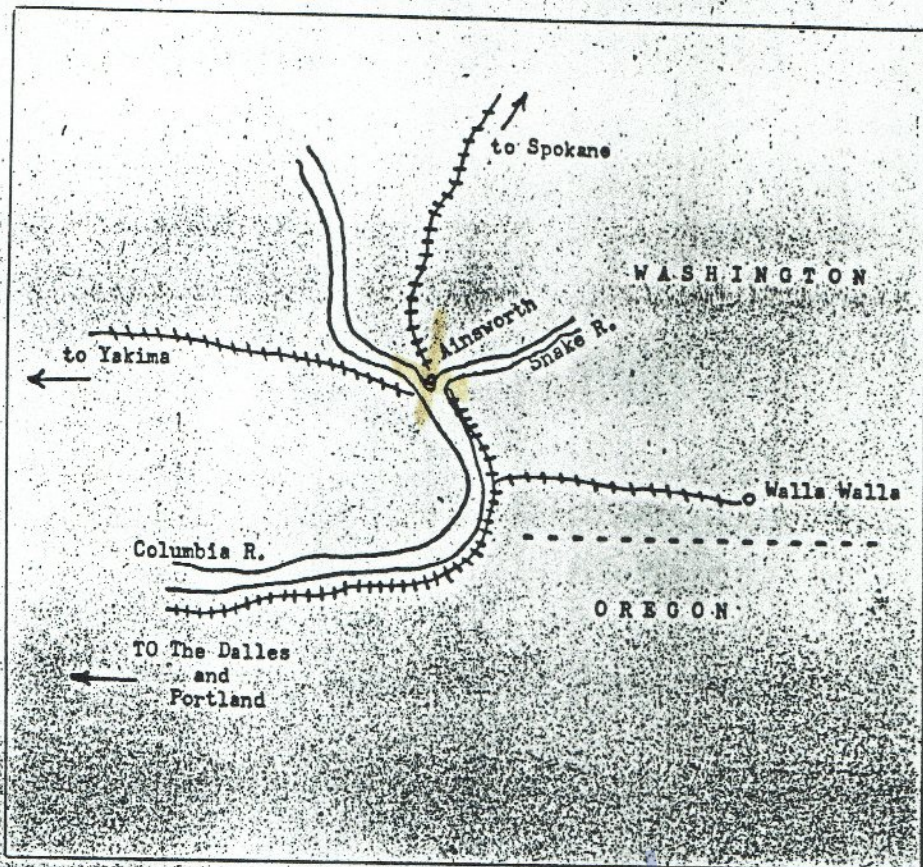
and efficient fleet along the river. Ainsworth was also a pioneer in steam navigation in British Columbia, Canada, personally running the very first steamboat as far up the Fraser River as Fort Yale.

Some admired him and called him brilliant. Others envied or hated him and called him ruthless. He had the goodwill of the public, for his boats ran on time, he kept costs down, and refused no man passage if he honestly could not pay. And the OSN made their stockholders wealthy men.

Always blessed with foresight, Ainsworth got in on the ground floor, cashed in on the best years, then retired from steamboating when it peaked, a millionaire, selling out to the railroad. His name remains in such landmarks as Ainsworth State Park on the Columbia River; there are Ainsworth Streets in Portland and Seattle; the Ainsworth National Bank in Portland later became the U. S. National Bank of Oregon. Ainsworth retired to Oakland, California, where he built an estate called Rose Lawn and founded Redondo Beach. After years of suffering from vague ills such as fever and ague, which, no doubt, in today's terms would be called stress, he died December 30, 1893.

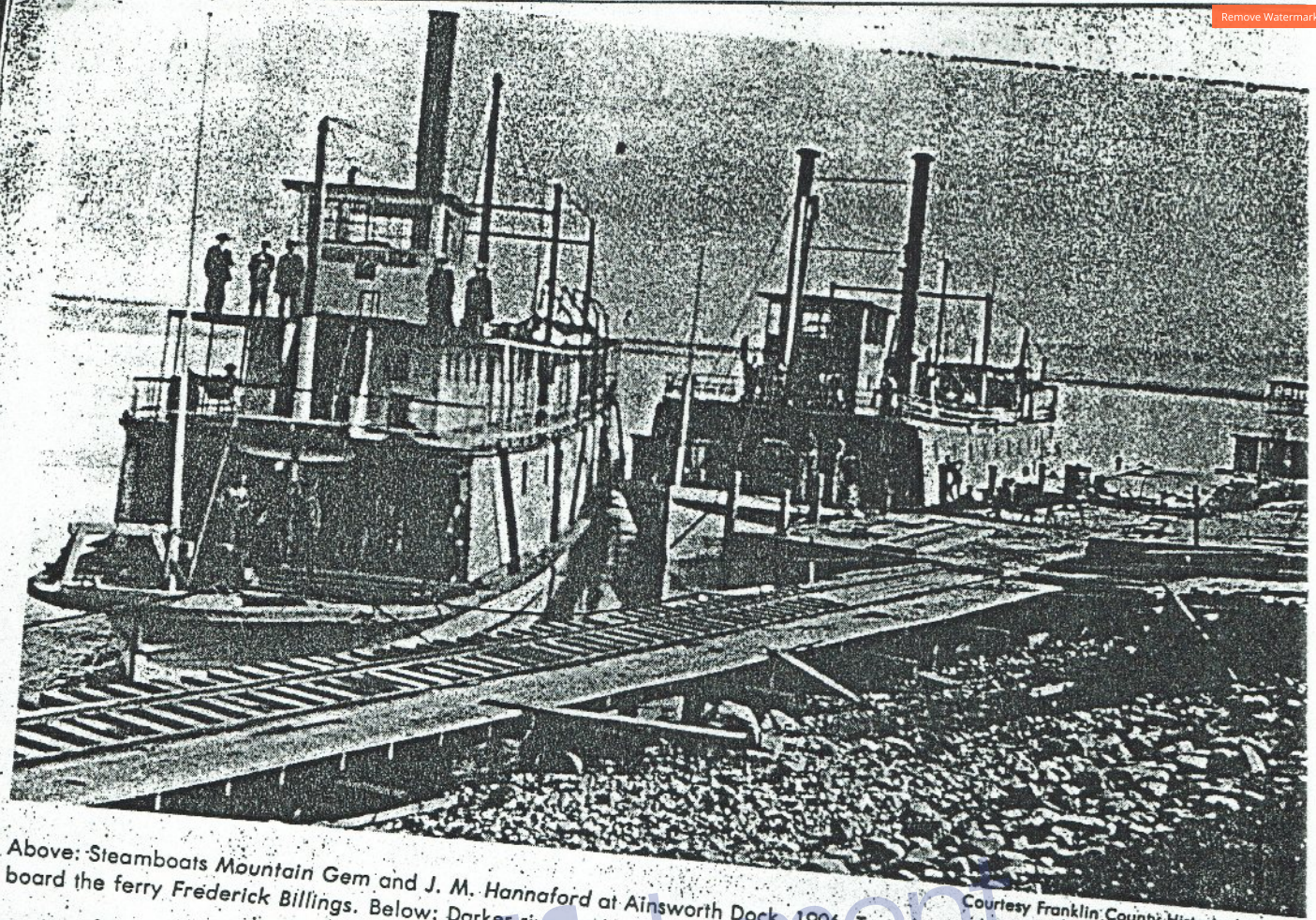
It is a final irony that a man of integrity, honesty and decency should lend his name to a town with no such qualities. No one asked Ainsworth's permission

Old West



Courtesy Oregon Historical Society.

The *Lot Whitcomb*, first paddlewheeler built in Oregon, launched December 25, 1850. Captain J. C. Ainsworth, Master.



Above: Steamboats *Mountain Gem* and *J. M. Hannaford* at Ainsworth Dock, 1906. Trains went down the track in foreground to board the ferry *Frederick Billings*. Below: Darker river at left is the Columbia; the Snake River is on the right.

Courtesy Franklin County Historical Society.



when christening the town; when asked to comment on it, the Captain said it was "anything but a compliment," calling it "such a miserable place." Now, long after the man and the town are gone, the sand still blows.

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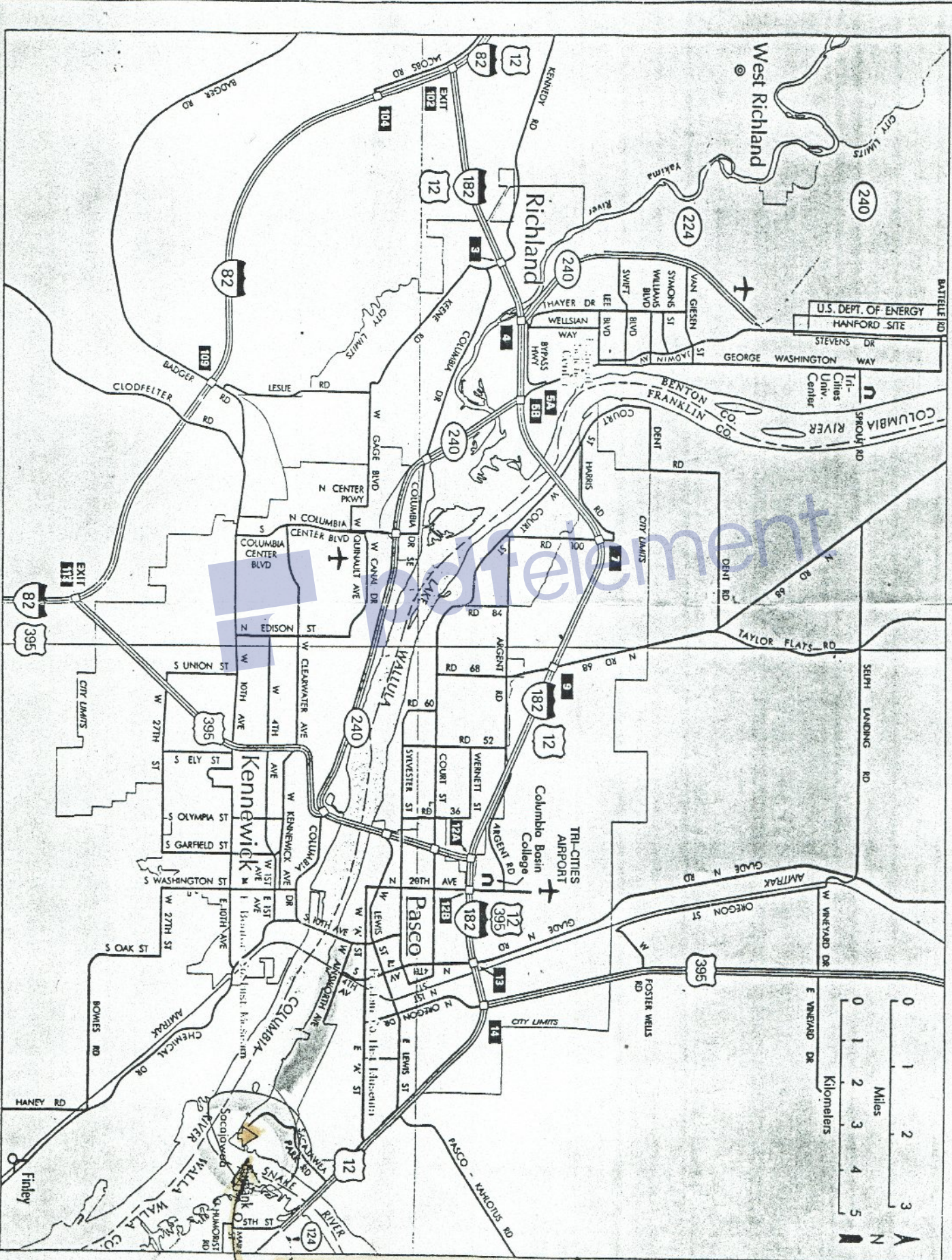
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# Tri-Cities: Richland, Kennewick & Pasco



Your map shows Ainsworth

## THE CITY OF PORTLAND

of the San Francisco house. He remained as manager for more than a year and then purchased a half interest in the business, changing the name to Bushong & Company, in which connection he built up one of the largest publishing houses on the Pacific coast, the extent and importance of the trade bringing such substantial financial returns that on the 1st of January, 1910, Mr. Bushong was able to retire with a handsome competency, being now numbered among the capitalists of the city.

On the 16th of June, 1884, in Springfield, Ohio, Mr. Bushong was married to Miss Kate Carrington, they being twenty-one and seventeen years of age respectively. Mrs. Bushong is a daughter of Charles Carrington, of Springfield. She has been quite prominently identified with musical circles in Portland. An accomplished vocalist, she has sung in several of the leading churches of the city. Mr. and Mrs. Bushong reside at No. 821 Hawthorne avenue, where he erected a beautiful residence about six years ago. Following his retirement they spent eight months abroad, traveling in Turkey, Palestine, Asia Minor, Egypt and all of the European countries except Russia and the Scandinavian peninsula, returning on the 1st of September.

Mr. Bushong now gives his attention entirely to his large holdings in downtown real estate. He belongs to the Commercial Club and to the Masonic fraternity, and votes with the republican party. He has always been an enthusiastic sportsman and has hunted and fished throughout this country, gathering a fine collection of Indian relics while on his trips. He is also a lover of motoring and now has leisure to indulge his interest in the various outdoor sports. His rise has been rapid. Left without anything in 1891, and starting anew in the world in the most humble capacity, he has within eighteen years not only retrieved his lost possessions but gained a place among the most successful business men of Portland, and in balancing accounts between his acts and his motives it is found that truth and honor, as well as enterprise and ambition, have guided him in all of his business relations.

### CAPTAIN J. C. AINSWORTH.

Among the builders of the great northwest Captain J. C. Ainsworth was prominent, taking active part in the development of the material resources of the country and the promotion of commercial and financial interests. His initiative spirit and notable ability carried him into important relations and the breadth and scope of his activities were such that his labors constituted an important feature in the history of Portland and of the Pacific coast. For more than four decades he was identified with this section of the country, coming to the west soon after the discovery of gold in California.

He was at that time a young man of twenty-eight years, his birth having occurred at Springboro, Warren county, Ohio, on the 6th of June, 1822. He was only seven or eight years of age when he lost his father, George Ainsworth, and at an early age began providing for his own support, being employed on the Mississippi river when yet in his teens. His ability and faithfulness won him rapid promotion until he became pilot and subsequently master on a passenger steamer sailing between St. Louis and up-river points. He was thus engaged at the time of the discovery of gold in California and recognizing the possibilities for labor and capital in that state he arranged his plans to make a trip to the coast, whither he journeyed in company with William C. Ralston, who became one of the distinguished bankers and financiers of the great west. The friendship between the two men continued throughout their remaining days. Mr. Ralston, however, remained in San Francisco, where he figured as one of the pioneer bankers of the city, while Mr. Ainsworth went to Oregon to take command of the Lot Whitcomb. He remained for many years thereafter a central figure in marine interests in this section of the country, developing his business

in proportion to the rapid growth and settlement of the northwest. To his thorough and practical knowledge of the business in all its details was due the marvelous success achieved by the great transportation company in which he was the leading spirit from the time of its inception until the Oregon Steamship & Navigation Company was merged with the Oregon Railroad & Navigation Company. Of the latter Captain Ainsworth continued as president until 1881, when it was sold to the Villard syndicate for five million dollars. Realizing that transportation facilities must ever constitute the foundation for growth and development in a new country, he was instrumental in building the Missouri Pacific Railroad from California to the south, getting the engine to Puget Sound twenty-four hours before the expiration of a valuable land subsidy. The means for this undertaking he personally furnished,

His sound business judgment was seldom if ever at fault in any transaction and his keen insight into business propositions enabled him to look beyond the exigencies of the moment to the possibilities of the future, so that he labored not alone for his own generation but for those who follow after. His activities touched many lines, all of which profited by the stimulus of his effort and business discernment. In 1881 he erected the Ainsworth Bank in Portland, at the corner of Oak and Third streets and about the same time established the Central Bank of Oakland, California, of which he remained the president until his death. In 1883 he organized the Ainsworth Bank of Portland. He financed many projects which have constituted important elements in the upbuilding of the northwest, and his activity and enterprise enabled him to carry forward to successful completion whatever he undertook. He came to be known as a prominent figure in American finance, his ability being recognized in financial circles in the east as well as in the west. He always maintained a liberal policy with his employes, giving to them always a fair compensation for their labor, and it was one of the well known axioms of his business policy "give the boys good salaries."

Following his retirement from business life The Dalles Inland Empire said of him editorially: "He has been at all times a gentlemanly public servant and faithful custodian of the interests of his fellow stockholders and a most equitable and merciful employer. In fine, he has been a good friend to friends and a semi-foe to enemies. His broad sense of justice has made him the object of an almost filial degree of affection from his employes and to his sagacity in making three volunteer reductions of freight rates without compulsion in five years' time, the growth and expansion of the western empire are largely attributable.

Captain Ainsworth was a large investor in Tacoma real estate and was prominently identified with the construction of the Northern Pacific Railroad Company between the Columbia river and Puget Sound. Following his removal to California in 1880 he was largely interested in local banking and in the initiation and promotion of other business enterprises in that state. He financed the project making Redondo Beach what it is today—one of the finest seaside resorts on the Pacific coast, expending nearly three million dollars in this undertaking. His plans were always wisely formulated and carefully executed and he displayed a notable mastery of detail that enabled him to use each point of the business to its best advantage.

Captain Ainsworth was married three times; his first wife died in six months after their marriage. His second wife was Jane White, a daughter of Judge S. S. White, a pioneer of 1845, who settled in Oregon City. To this marriage was born George J. Ainsworth, who is later spoken of in this volume. Mrs. Ainsworth died in 1863. He was then married in San Francisco to Miss Fanny Babbitt, a daughter of General Edwin Babbitt of the United States Army. Unto this marriage were born six children; J. C. Ainsworth, of Portland; H. B. Ainsworth, of Redondo Beach, California; Laura Ainsworth, deceased, the wife of John S. Baker, of Tacoma, Washington; Daisy Ainsworth, wife of

Percy T. Morgan, of San Francisco, California; Maud Ainsworth, of Portland; and Belle Ainsworth, wife of Ralph Jenkins, of Portland.

The death of Captain Ainsworth occurred December 30, 1893, at his home near Oakland, California. He was for years a prominent Mason and Ainsworth Chapter of Rose Croix is named in his honor. He was the first grand master from this state and was for years captain and inspector general of the supreme council of the southern jurisdiction in the state of Oregon, the highest post of honor possible of attainment in the state. The honorary thirty-third degree was also conferred upon him. While he attained prominence and eminent success in business, his own advancement was never at the sacrifice of other interests and he retained, as few men have done, the friendship and good-will of his business associates and colleagues. Moreover, those who knew him socially entertained for him the warmest regard. In his life he embodied the principles of upright manhood and citizenship, and his labors were ever of a character that contributed not alone to individual success but also to the general welfare and prosperity. His name is written high on the roll of the honored dead who were among the builders and promoters of the great northwest.

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#### LLOYD B. WICKERSHAM.

Lloyd B. Wickersham, chief engineer of the Oregon Electric & United Railways Company and interested in Portland and Tacoma property, is a native of Coatesville, Pennsylvania, born in 1877, and a son of J. L. and Annie E. Wickersham. He is a nephew of J. Brandt and a grandson of A. Brandt, who were identified with the railroad interests in Pennsylvania. They came to Oregon as superintendent and master mechanic of the Oregon & California Railroad, before it was merged into the Southern Pacific system. The Wickersham family came to Oregon in 1882 and J. L. Wickersham entered the employ of the same railroad company, but left the service soon after the Oregon and California became the Southern Pacific and joined the Pacific Coast Biscuit Company. In manufacturing interests he thereafter figured prominently.

Brought to the west in his boyhood days, Lloyd B. Wickersham attended the schools of Portland and also the Portland high school, from which he was graduated with the class of 1896. He then entered Stanford University at Palo Alto, California, winning the Bachelor of Arts degree in 1900, and completing the course of electrical engineering. He has since kept abreast of the notable progress which has marked the development of electrical interests in this country. He was at one time electrician for the General Electric Company and later was cable expert for the Washburn Moen Company at San Francisco. He afterward acted as engineer of the Portland Alaska syndicate, was engineer for the American Gold Fields Company, was engineer for the Portland New York Power project, was engineer for the United Railways project and subsequently became general manager for the company. He was a member of the United Railways syndicate of seven and held a ninth interest in the company's stock but in September, 1909, sold to James J. Hill. In these different connections he has assisted materially in promoting the development of the northwest, his initiative spirit being manifest in the promotion of power projects along electrical lines. He has written his record in the terms of success, resulting from the capable management and a thorough understanding of the work to which he has devoted his life. At present he is a director of the United Railways Company and aside from this he is interested in Portland and Tacoma property, having made judicious investment in real estate which finds a ready sale upon the market when he chooses to dispose of his holdings.





J. C. AINSWORTH

## PORTRAIT AND BIOGRAPHICAL RECORD.

McBride, and took his seat March 9, 1901; his present term of service will expire March 3, 1907.

Mr. Mitchell enjoys the distinction it is believed no other man in the United States ever attained in connection with service in the United States senate; he is the only man who has ever been elected from the same state to the senate after two vacations. He served from March 4, 1873, to March 4, 1879; was out from March 4, 1879, to March 4, 1885; served from March 4, 1885, to March 4, 1897 (twelve years); was out from March 4, 1897 until March 4, 1901, and is now serving his fourth full term.

The people of Oregon have reason to feel a justifiable pride in his career. A man of remarkable energy and untiring industry, Senator Mitchell has throughout his career as a public man shown a keen discrimination and a wonderful ability for grasping the great and intricate questions that are every day to be met with by United States senators. It is not our intention to make comparisons, but we do say that Oregon has never had a man who has filled this exalted position in a more satisfactory or painstaking manner than has Senator Mitchell. No request of his constituents is received, whether from the rich or poor, but it is given his personal attention. As a speaker he is forcible, tactful and with his sound judgment and eminently practical views he is well equipped to defend the interests of his adopted state. His long term of service has made him one of the most popular men in the United States senate and among his colleagues he is recognized as a power. Here in Oregon, where for over forty-three years he has made his home, the senator is known by all and there is no man in the state who has a larger personal following than he. Generous to a fault, whole-souled and sympathetic, to know him is to admire him.

Personally Senator Mitchell is a man of striking appearance; he is an interesting conversationalist, has a direct, forceful way of talking, while his wonderful memory makes him a most congenial companion.

**GEORGE JENNINGS AINSWORTH.** A comparatively brief life was that of George Jennings Ainsworth, a native of Oregon, and the son of a substantial pioneer, but he left behind him the evidence of well-directed effort, both as a citizen and the maker of a home. He was born in Oregon City, April 13, 1852, the son of John C. and Jane (White) Ainsworth, who died when he was seven years of age. He received his education in the public schools of the state and the old Portland Academy, after which he entered

and took a four-years' course in the State University of California, from which he was graduated in 1873, the year following taking a post-graduate course. He was elected on the University Board of Regents for a term of eighteen years. His school days over and the preparation for his life work complete he returned to Portland and engaged upon the river boats, with the self-reliance which had even thus early distinguished him, declining all aid and starting at the foot of the ladder and familiarizing himself with every detail of the different departments. Promotion was not long in coming to him, nor an infrequent occurrence, for he steadily rose to positions of importance in his new relations.

During his experience on the river he was commander of the steamers Otter, Welcome, Dixie Thompson, Emma Hayward, Oneonta and others. In January, 1877, he was made a director of the Oregon Steam Navigation Company, and in 1878 was made assistant general superintendent, later assuming charge as general superintendent. He was vice-president of the Oregon Steam Navigation Company when its affairs were closed after the Villard coup, and when the Oregon Railroad & Navigation Company succeeded it he was appointed superintendent of the river and sound divisions, and operated the portage roads at the Cascades and the Dalles, resigning in 1882 to assist his father, who had become interested in a number of enterprises at Oakland, Cal. After six years there Captain Ainsworth went to Redondo Beach, and under the direction of his father and R. R. Thompson, the owners, succeeded in transforming a barren waste of land into one of the finest commercial ports of southern California. The Redondo Beach Company, Redondo Railway Company, and Redondo Hotel Company were adjuncts in the development which brought into existence a magnificent hotel, narrow gauge railway, a wharf suitable for the largest ships afloat and many other improvements. Captain George remained in charge of this vast property six years, when his father's death occurred, which compelled his return to Oregon as administrator of his father's estate. Returning to Portland he at once assumed control of the business affairs with the details of which he was perfectly familiar, as he had been associated intimately with his father from early boyhood, in his more mature years becoming a co-worker and a companion of the elder man. His own death occurred but a little later, as he died October 20, 1895.

Mr. Ainsworth was a man of many admirable personal characteristics, being public-spirited and earnest for the welfare of whatever community he had made his by a residence. Though not a politician in the common acceptance of the term he was strongly identified with the Democratic party and spared no efforts to advance the prin-

ciples which he endorsed. His ability being recognized by the local leaders in California he was induced to accept the nomination of United States senator, but was defeated in the election, while the canvass was in progress, himself being absent in the pursuit of his business in eastern states. In the accumulation of property he was uniformly successful, for his shrewd business judgment went hand in hand with an ambitious, enterprising spirit and wide profits were the result. He was a lover of sports, being fond of hunting and fishing, appreciated a good joke and could tell many. At his death he had large holdings in California as well as landed property in Portland and vicinity, and left his family, for whom he had always cared with an exceptional kindness and thought, well provided for in the matter of this world's goods. Personally he was a man of benevolent and kindly disposition, in religious faith a Presbyterian, in which church he officiated as elder. Fraternally he was a Mason, and was identified with the Blue Lodge, Chapter, Commandery, Consistory and Scottish Rite, and was always active in lodge work.

June 16, 1875, Mr. Ainsworth was united in marriage with Margaret Sutton, a native of San Francisco, and the descendant of a long-lived Boston family of English ancestry. The parents, John and Anna B. (Doland) Sutton, came to Portland in 1870, and in January, three years later, the father was lost at sea, aboard the *George S. Wright*, and the mother now makes her home, at the age of seventy-three years, with her daughter, Mrs. Ainsworth. The other children of her father's family were Julia, who married G. B. Wright, of British Columbia; Mave, who married Otis Sprague, of Tacoma; James, who is in the employ of the Southern Pacific Railroad, and located in Portland; John, a native of Portland, who is now located in California and engaged in scientific research; Albert, an architect, of San Francisco; Herbert, born in Portland, in the employ of a lumber company, of San Francisco; Jennie K., who was married in Tacoma to A. D. Wheeler, a mining expert, of British Columbia; and Ada V., a resident of Boston, and the widow of A. E. Bull. The four last named of the children were graduates of the Portland high school. Two children blessed the union of Mr. and Mrs. Ainsworth: Lawrence Sutton, born in Portland, April, 1877, and now purser on the steamer *Regulator*, makes his home with his mother; and Mabel, born in Portland, became the wife of Edwin Mays, and they have two children, George Ainsworth and Eunice. This family is also included in that of Mrs. Ainsworth, who in May, 1899, removed from her home, "Pagoda Villa," at Berkeley, Cal., and became a resident of Portland.

CAPT. JACOB KAMM, about whom centers the development of river and other transportation facilities in Oregon, and who for many years has been a most important factor in the upbuilding of numerous gigantic enterprises in Portland, is one of the most striking types of mankind residing in the region known as the Pacific northwest. Perhaps no other man living to-day in Portland has been more intimately associated with all that has tended to give this city the great commercial prestige it now boasts, and surely no man has entered into the spirit of industrial and commercial development more heartily and unselfishly than he. A brief résumé of the principal events in the life of this pioneer builder, illustrating the various steps in his upward career, will prove a stimulus to the young men of the present generation who start out in life no more fully equipped than he to attain success.

Jacob Kamm was born in Canton Glarus, Switzerland, December 12, 1823. His father resigned his commission in the Swiss army to make a home for himself and his family among the broader opportunities offered in America, bringing with him his son Jacob, then eight years of age. Four years after their arrival his father died of yellow fever in New Orleans, leaving his twelve-year-old son to solve for himself the problems of life in a strange land. Some foreshadowing of the ambitious dream of the elder Kamm must have come to him at the period when his capabilities and the possibilities of success in this country of wonderful resources first began to dawn upon the son, and has, perchance, followed unremittingly into the strenuous activity which has characterized all his maturer years.

Soon after the father took up his residence in New Orleans, the younger Kamm secured a position in the office of the New Orleans *Picayune*, in which office he remained until the death of the foreman, who was a personal friend. After the death of this friend, a new foreman was secured and Mr. Kamm was forced to look elsewhere for a position. For a time he remained in the city, working at whatever came his way, until November, 1837, when he went to St. Louis. Here he secured a position as cabin boy on the *Ark*, a small steamer plying the Illinois river. While en route from the southern city he made the acquaintance of a smooth-talking stranger, who robbed him of all his money with the exception of ten cents, the whole amount of his capital on arrival in St. Louis. In his new position as cabin boy he felt his limitations, and having a mechanical turn of mind he improved all his spare time mastering the details of marine engineering. Expert workmanship brought him into contact with concerns who offered him pay-

# HISTORY OF PORTLAND

by Scott

Book in Mult  
County Library

## GROWTH AND IMPROVEMENTS.

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The prospects of growth and business in 1880 were bright, and stimulated not only activity in real estate movements, but in business also. The uncertain and depressing railroad management of Ben Holladay had given away to the more business like and careful regime of the German Company, and plans for the O. R. & N. Railway and for the speedy completion of the Northern Pacific were taking definite and public form. Sales of real estate were considerable, although uncertainty as to the location of the terminal works of the transcontinental line, now expected to be made in North Portland, now in South Portland, and again in East Portland, gave a strongly speculative character to this line of trade. Improvements extended uniformly in all portions of the city from the river bank to the city limits, and even beyond them. There were erected thirteen brick blocks and stores; thirty frame blocks and stores, six docks, four manufactories, three churches, two hotels and two hundred and two dwellings at a gross valuation of eight hundred and eighty-one thousand dollars. Those costing ten thousand dollars or upwards are named as follows: Family residence of Capt. George Ainsworth, on the corner of Sixth and Yamhill, fifteen thousand dollars; a residence by the same, ten thousand dollars; improvements to the Zeta Psi block, corner Front and D, ten thousand dollars; the Chinese theater, on Second street, twelve thousand dollars; the Oregon Steam Bakery, by Liebe & Holburg, on East Park and G, fifteen thousand dollars; the building by Labbe Bros., on the corner of Second and Washington streets, eleven thousand dollars; a brick block on Washington street between First and Second, by Richardson & Mann, ten thousand dollars; the three story brick block on the corner of Second and Stark streets, thirty-six thousand dollars; the brick building on First street between Main and Yamhill, ten thousand dollars; the three story building on Third street between Yamhill and Taylor, twelve thousand dollars; the Nicolai House, at the corner of Third and D streets, thirteen thousand dollars; an addition of five hundred feet to the Ainsworth Dock by the O. R. & N. Co., fifty thousand dollars; an addition to the Steamship Dock of the same company, twenty-eight thousand dollars; an addition to the Greenwich Dock by Capt. Flanders, twenty thousand dollars; the

NOTE: House at 6th  
& Yamhill cost just  
\$15,000!

John Cummings Ainsworth

In 1839 he was in the mercantile business with his uncle, James T. Death, in Farmington Iowa. Later, through transfers, the firm became De Feve & Ainsworth. Through this firm Farmington was introduced to the first stock of goods ~~first~~ imported from New York. They sold out in about a year, and being foot-loose, <sup>Capt. Ainsworth</sup> he brought a horse and rode through the wilderness to Ohio to visit his grandfather, John C. Death, where his sister Mariana lived. This "journey of several hundred miles across the then trackless almost uninhabited and trackless prairies of the great state of Illinois, and the impassable roads of Indiana ---" was considered quite a feat. He returned to Iowa in the spring via St. Louis in steam-boats.

<sup>Capt. Ainsworth</sup> He settled in Keokuk and continued the mercantile business in connection with warehousing and forwarding for several years. He then married for the first time but his wife died not many months later, and this loss changed the whole course of his life. He sold out to his uncle (James T. Death) who had followed him to Keokuk. His uncle became interested with him in his first steam boat, of which he took command with out any previous experience and was quite successful the first year. After five years on the Mississippi, he sold

his interest in the steam boat to a failing iron firm, which caused a loss of his interest

At that time, 1849, "the wonderful news of gold discovery in California was electrifying the whole country" so in the spring of 1850 he left for Calif.

Arrived in San Francisco June 23, remained there but a few days, and went to Sacramento, where he accepted ~~a position~~ <sup>became</sup> as deputy clerk of the court.

Two months later he was offered and accepted the Captainship of a steamer, the first of any size & second in fact, to be built, and operated, on the Columbia river.

His development of transportation in the Pacific North West was remarkable. He organized, and was President of the Oregon Steam Navigation Co., in which he was a heavy stock holder. In 1880 he sold this corporation

to Henry Tallard of New York, who was backed by Jay Gould and others. It was a very <sup>important</sup> ~~step~~ <sup>step</sup> in transportation activities in Oregon & became an <sup>integral part</sup> ~~integral part~~ of the Oregon-Washington R.R. & Navigation Co. This <sup>sale</sup> ~~sale~~ enabled him to retire from active business, because of ill health, and to establish

himself and family in a new home "Rose Lawn" in the suburbs of Oakland, California.

He was, for some years managing director of the Northern Pacific Railroad for the Pacific Coast, and one of two commissioners who settled Tacoma as the terminus of that railway on Puget

Sound.

He, with his old friend and business associate in the O.S.N. Co., <sup>R. B. Thompson,</sup> bought the land and railway enterprise in Southern Calif. known as Redondo Beach Cos. Which has grown into a thriving community. His interests there were purchased from his estate by the S. P. R. R. Co.

His oldest son George Jennings Ainsworth was president of these companies up to the time of his fathers death. This son then resigned to take charge of his fathers estate and died a year and a half later, at the age of forty three years.

He was founder of ~~the~~ or associated with many constructive enterprises, among which was the Ainsworth National Bank of Portland Oregon. Out of this bank has grown the U. S. National Bank which is reputed the largest bank of the Pacific North West. His son John Churchill Ainsworth is the president and has been for many years.

John Cummings Ainsworth's life was so eventful and constructive, it is hard to put his efforts into a condensed form - He made history in Iowa, Oregon, Washington and California.

...the eagerness of his nature as  
...in his family relations.  
...casket containing the remains of de-  
...d was borne to the hearse by the fol-  
...g pallbearers: Mr. Tilton, of the firm  
...add & Tilton at Portland, Oregon, for  
...irty years a friend of Captain Ainsworth;  
...A. J. Raiston of Madison street, this city;  
...Captain A. M. Simpson and Orestes Pierce  
...of Vernon Heights; Mr. Cosmo Morgan of  
...Berkeley and Professor LeConte of the Uni-  
...versity of California. The interment was  
...at Mountain View.

## A SKETCH.

### The Honorable Life Record Made by an Ohio Orphan Boy.

In the death of Captain John Comigers Ainsworth, which occurred at his home near this city on last Saturday, a notable figure passes below the horizon of human life, a notable influence passes out of the business life of the Pacific coast, and to very many persons all over the coast States an admired and loved friend passes into a cherished and precious memory. In the story of his life, boyhood and youth may find inspiration, encouragement and strength, for it is the story of the march of an industrious, self-reliant and self-respecting boy with no capital to start with but his own courage, faith and persistence, and no preparation but the discipline of necessary toil, to a masterful manhood and to that dignified position among mankind which comes in more advanced years through the possession of distinguished virtues and great wealth.

#### AN ORPHAN BOY.

Mr. Ainsworth was born on June 6, 1822, at Springborough, Warren county, Ohio. His mother died when he was a small child; and when he was seven years old his father was taken, and the little boy was left as the main stay and support of his step mother; for the family were not possessed of much worldly riches. The parents had instilled into the mind of the lad the principles and precepts of truth and honor which had been the guide of their own lives. His sole inheritance was a spotless name and whatever elements of character, be they small or great, are to be considered inborn, not acquired.

After his father's death he worked in a store kept by his uncle, for which his wages were \$5 a month, and these small earnings went toward the support of his step mother. This uncle seems to have been unnaturally harsh in his treatment of the orphan boy, forbidding him the use of most innocent means of beguiling the lonely evening hours which he had to pass in the store, where he slept on a pallet under the counter. So he spent his evenings alone, musing, indulging the fancies and dreaming the dreams of childhood, perhaps sometimes catching a faint and fleeting prophetic glimpse of something large and grand with which his own personality appeared to be mingled in some indistinct way. In after years, when the relative fortunes of himself and his unkind relative were reversed, he repeatedly helped that relative out of financial distress.

#### BUT SIX MONTHS OF SCHOOL.

He had no boyhood of the kind that boys of to-day enjoy. His life was as busy as those of the generality of men around him from his very childhood. All his school opportunities were compressed into six months. But it was six months of the same faithful and diligent work which distinguished him all his life; and he made more and better progress than many lads make out half as many years. One who met Captain Ainsworth in his riper years, a man of extensive and varied intellectual culture and of refined tastes, is hardly ready to believe his educational opportunities in youth were so limited. The secret is in the fact that in his youth and in his manhood and far into his ripe years, he was a student of whatever was best in practical science and literature. Few men possess so large a fund of general

...at the...ry of the few...those...the beginning...commerce of the State in the...little stern-wheel steamer that...regular trips between Oregon City and Astoria.

#### AINSWORTH AND THOMPSON.

A year or so later Captain R. R. Thompson, now of San Francisco, built a steamboat to ply on the waters of the Middle Columbia, as the section of the river between the Cascades and the Dalles is commonly called. An accident happened to her on her trial trip, which resulted in her being taken below the rapids and altered so as to adapt her to use on the lower river. She was christened the Umatilla. Ainsworth and Thompson now associated themselves together in transportation enterprises, and were associated in all their great undertakings from that time to the day of Captain Ainsworth's death.

#### THE INDIAN WAR.

In 1855 occurred the most memorable Indian outbreak in the history of the Pacific Coast. The savages, from Southern Oregon to the Northern boundary of Washington Territory, and from the coast to a distance of two or three hundred miles in the interior arose in concerted action and massacred the white settlers wherever their isolation from each other made it possible to do so. The settlement at the Cascades and others further east and north were swept away in bloodmassacre. A protracted war followed, lasting through the following year, its largest operations being in campaigns against Indians east of the Cascade range of mountains. The Umatilla, with Ainsworth in command, constituted the means of transportation of troops and munitions of war to the Cascades, where Lieutenant Phil Sheridan, the great cavalry general of the civil war, was in command, and whence men and supplies must be forwarded on by more primitive methods.

In 1857 the discovery of gold placers on Frazer river in British Columbia produced such an excitement in Oregon as followed Marshall's find in California. There was a wild rush for the new El Dorado.

#### A COURAGEOUS VOYAGE

with that clear perception of business forces which always characterized Captain Ainsworth, he saw an opportunity that must be seized at once or lost forever. The housing of the Umatilla was cut down and all her top hamper drawn into the most compact form for a sea voyage. She was not a seaworthy ship, as that term is generally understood, but she was the best that could be had on the instant, and there was no time to be lost.

At the helm of this novel craft Ainsworth breasted the breakers at the mouth of the Columbia and made his three days' voyage in the open sea to the Straits of Juan de Fuca, and then up the straits and across the Gulf of Georgia to the mouth of Frazer river and up that stream to the farthest point of navigability and into the interior of this country.

The appearance of his boat in those unexplored waters was a surprise to the miners who had gone thither with pack trains and on foot; and the making of the voyage in a little stern wheel steamboat built for the quiet waters of the river, was exploited in narrative and anecdote for many a year. It was a perilous venture. Some pronounced it reckless. But Captain Ainsworth did not regard it as a reckless undertaking. His judgment pronounced it feasible, though he realized that there was an element of danger in it; and he entered upon the voyage as he entered upon many another perilous enterprise: with the intrepid courage and faith of one who does not expect to glide all the way through life on smooth water. Throughout the period of the gold fever connected with the Frazer river placers he kept his place on that route, realizing handsomely in the enterprise.

#### THE IDAHO EXCITEMENT.

That excitement had hardly subsided when another find of gold opened another new field of enterprise in the same line. In the winter of 1860-1 gold was found on

...men...were...aring up the tracks. Ainsworth went...the front, took in the situation at a...ce and with a single sentence settled...whole matter: "These people are en-...titled to their pay and they must have it."...They did have it but not from the empty...coffers of the company. Captain Ains-...worth advanced it from his own fortune...and took his chances of getting it back from...the embarrassed corporation.

#### HENRY VILLARD.

In 1879 Henry Villard, with the famous "blind pool" of \$3,000,000, entered the transportation field in Oregon and Washington. The Oregon Railway and Navigation Company was formed, and it purchased the property of the Oregon Steam Navigation Company, paying \$5,000,000 for it. Villard had also gotten control of the Northern Pacific Company—or thought he had—but his control was incomplete, because Frederick Billings stood in the door with \$20,000,000 of the common stock, and he and Villard were enemies in business and otherwise. There was a deadlock which threatened the great enterprises. Captain Ainsworth, though he had passed out of active connection with them, hastened to New York, and, assuming the position of intermediary, soon brought the conflicting interests to an understanding, and a compromise was consummated in his room at the Brevoort House which gave Villard control of the companies and secured the early completion of the transcontinental line.

#### REMOVAL TO CALIFORNIA.

In 1880, just thirty years after his arrival in Oregon, he removed to California and thenceforth to his death he resided at his beautiful villa of Roselawn, in the suburbs of Oakland. But he left large interests in Oregon and Washington, being the owner of some of the finest and most substantial buildings in Portland. In 1886 he organized the Ainsworth National Bank of Portland, one of the largest banking houses of that city.

In 1888 he and Captain Thompson purchased an extensive tract of land at Remondo Beach, upon which, under the immediate supervision and direction of Captain George J. Ainsworth, who inherits his father's sterling business qualities, they erected one of the most magnificent seaside hotels in the State, besides docks for shipping. A town of about 2,000 inhabitants has grown up on the tract, and two railways now enter the town from the interior—one of them built by the same enterprising capitalists.

Later, Captain Ainsworth with other citizens of Oakland, organized the Central Bank of this city, which at once took its place as one of the principal banking institutions in the city. He was president of this bank at the time of his death.

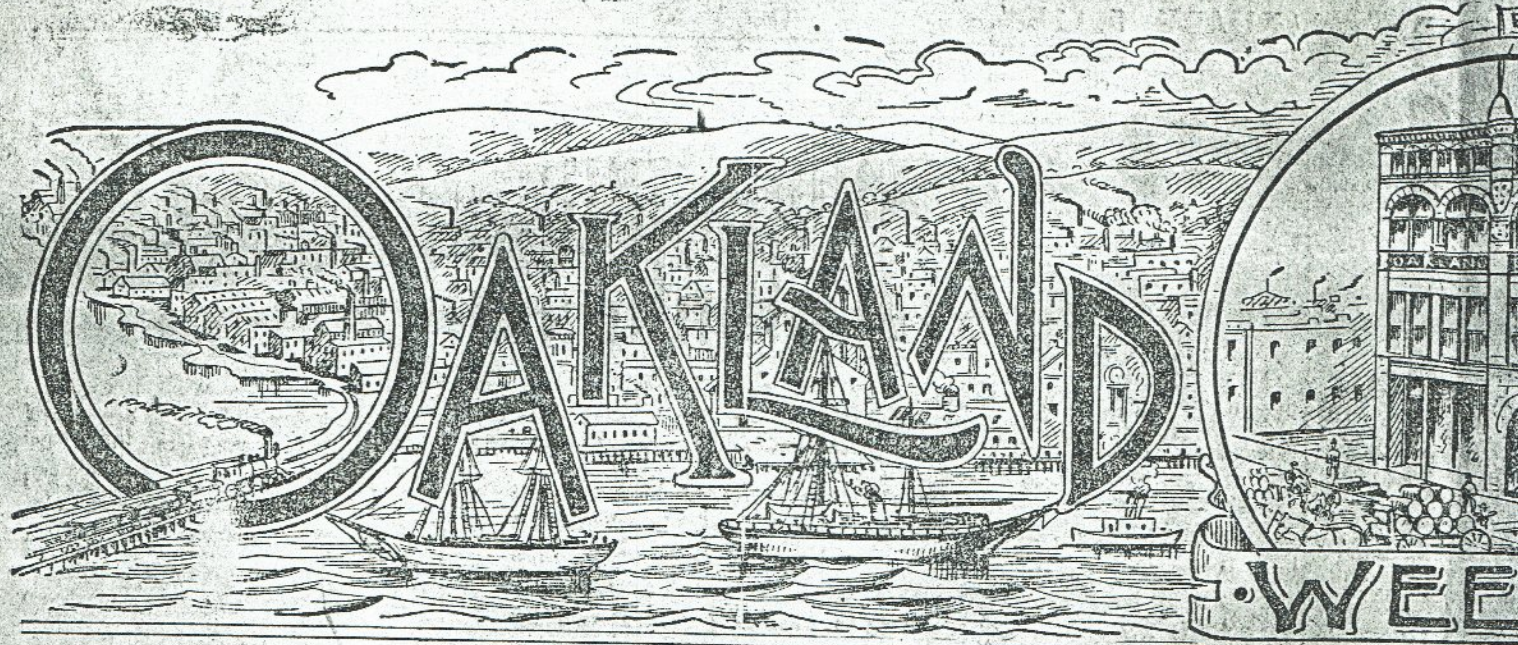
#### HIS CHARITIES.

Captain Ainsworth was not a churchman, but he was a deeply religious man in the best sense of the word, for he loved justice and truth, and squared his life by the Golden Rule. He was a large hearted man, full of benevolence, always ready to help the needy and distressed. His charities various large and reached out in every direction, but always unostentatious. No one ever learned of a charitable act of his from his own lips. He was interested in every charitable enterprise and proved his interest by substantial aid. Many persons could testify to his kindly help when help was needed. But he disliked all display of charity, as he disliked display in any direction. His goodness of heart was an absolute quality of his nature, and he cared not to seem to be generous. Among the numerous persons whom his great enterprises brought into business relations with him, he was universally regarded with esteem amounting to personal affection.

#### MASONIC RECORD.

He was grand master of the Masonic order in Oregon in 1853 and again in 1854. In his first annual message to the grand lodge he urged





VOLUME VI.

OAKLAND, CALIFORNIA, FRIDAY

# IN HONOR.

## Death and Burial of Captain J. C. Ainsworth.

### THE RECORD OF HIS LIFE

Self-Educated and the Author of a Career Which is a Monument of Good Deeds.

The Development of the Navigation and Railroad Interests of the Northwest.

On Saturday afternoon J. C. Ainsworth, the famous pioneer steamboatman and railroad builder of Oregon, died at his home in Claremont. He had been ill for several weeks, and although his family had feared that he might not recover from this sickness, which was a form of kidney disease, they did not expect the end to come so soon. His son and business manager, Captain George J. Ainsworth, who had come up from Redondo upon business, was in San Francisco Saturday afternoon, and was about to start back to Southern California, when he received a telephone message saying his father was worse. He immediately came across the bay, but before he reached Claremont, his father was dead. The illustrious pioneer had passed away so quickly and quietly that he was himself unaware of the approach of death.

The simple funeral services took place at Roselawn Sunday morning. There was no ostentation of funeral wreaths, and aside from the members of the family and business associates, there were not a great number of persons present.

The services opened with the singing of Lord's Prayer by a quartette, which Rev. Dr. Coyle, of the

information. He was concerned in many things, and in nothing that he did not first study thoroughly in all its aspects and from every point of view. He would have become an educated man without the help of his six months at school.

#### A STEAMBOATMAN.

Soon after coming of age, young Ainsworth turned his face to the wider West, where unoccupied fields then invited the spirit of enterprise, and then, on the Mississippi river, made his first acquaintance with the business which in after years became the foundation of all his financial achievements—that of river navigation. He was pilot, and afterwards master of a passenger steamer plying between St. Louis and Galena, before the railway wrested the passenger traffic from the steamer. He was in that employment when the discovery of gold in California threw the Mississippi valley, as well as the Atlantic seaboard, into a fever of excitement. Ainsworth was among those who sought their fortunes on the Pacific Coast.

He came to San Francisco in 1850 in company with William C. Ralston, whose name afterwards became as familiar in California enterprises as that of Ainsworth in the development of the region farther north. The young Mississippi steamboatman stood on the bank of the Sacramento river with just nine dollars in his pocket and no other earthly possession anywhere except the heritage of every American boy—the right to make his way to fortune by his own exertions.

#### AN ENDURING FRIENDSHIP.

Ralston remained in California; Ainsworth moved on to the North. But the friendship of these two men became afterwards an influential factor in the lives of both and in development of both States.

Some years before the discovery of gold in California—even while the Golden State was yet a part of Mexico—reports were carried to the East by trappers and voyagers, of the surpassing beauty and fertility of Western Oregon, and especially of that garden spot of America, the Willamette valley; and when Ainsworth arrived in Oregon there was already a considerable population of sturdy American home builders in the upper valley and at Astoria, and he entered with others, into a plan for establishing a line of transportation between Oregon city and the settlements below.

A small steamer—the "Lot Whitcomb"—was built at Milwaukee, a settlement on the Willamette between Oregon

Salmon river in Idaho—then a part of Washington Territory—and immediately afterwards, at various places in the same region, and there was another general stampede from Western Oregon and from California. In this new field, however, there was promise of larger and more permanent success than in any of those which had been previously entered, for there was a country in an area possessing resources that must form the basis of permanent population, the seat of home life and civilization, the foundation of an independent American commonwealth. Ainsworth and Thompson, with Simeon G. Reed, who still lives in Portland, set about preparing to take an important position in the development of that interior empire; and the result of the combination was the formation of the Oregon Steam Navigation Company and the building of its magnificent fleet of steamers, covering the Upper Columbia and Snake rivers, and all their navigable tributaries as far as was possible to any sort of navigation by the use of local portages and such other appliances as ingenuity could devise to that end.

#### THE FIRST RAILROAD.

The first railway in the Northwest was a portage built by this company at the Cascades, six miles long, to form a connection between the boats below and those above. Quickly following this was a standard gauge road fifteen miles long to pass the rapids at The Dalles. This was built in 1863, and now forms a part of the Union Pacific transcontinental line to Portland.

The Oregon Steam Navigation Company had the most complete monopoly of a large transportation that any corporation has ever enjoyed outside of California, but its power was used not to oppress but to help the people of the country in the development of better conditions of living than the previous isolation could give. The policy of the company was framed upon the broadest views of common welfare and mutual benefit by cooperation of labor and capital. Captain Ainsworth was the corporate head of the company during all the time of its existence except two years.

#### THE NORTHERN PACIFIC.

In 1873 Jay Cooke, the great banker and financier of Philadelphia, who had been the financial head of the Northern Pacific railway, failed, and that splendid enterprise was prostrated. Ainsworth was then the managing director for the Pacific line. The line between the Columbia

that steps at once be fund for the education of children of worthy Masons zation for that purpose and a bignini watched over that trust interest, and in every attention to the object. The fund now amounts to \$100,000, and it is recognized as a monument of sympathy of Cap the poor and the help Master of the fish Rite in a prominent member Knight Templars. Ba fraternal orders center lent and beneficent work.

He was a devoted and father. His family while living, because their reverence; and honored by them so long hold her seat.

The surviving member Mrs. Ainsworth, who is the loss, Captain George J. Daisy Ainsworth, who have taken place of Mr. John C. Ainsworth Ainsworth, Miss Maud of whom except Captain the family residence.



FRIDAY, JANUARY 5, 1894.

NUMBER 1

steps at once be taken to establish a  
 for the education of the orphan chil-  
 of worthy Masons. A plan of organ-  
 for that purpose was thereupon ef-  
 and a beginning was made. He  
 ed over that trust with the warmest  
 est, and in every suitable way urged  
 tention to the object contemplated in  
 he fund now amounts to more than  
 100, and it is recognized among Masons  
 monument to the disinter-  
 sympathy of Captain Ainsworth with  
 poor and the helpless. He was the first  
 er of the order of Scot-  
 Rite in Oregon and also  
 ominent member of the Order of  
 ht Templars. But his interest in these  
 rnal orders centered in their benevo-  
 and beneficent works.

He was a devoted and loving husband  
 father. His family revered him  
 e living, because he was worthy of  
 reverence, and his name will be cher-  
 i by them so long as memory shall  
 her seat.

He surviving members of his family are  
 Ainsworth, who is prostrated by her  
 Captain George J. Ainsworth, Miss  
 y Ainsworth, whose marriage was to  
 taken place on the 10th inst.,  
 John C. Ainsworth Jr., Mr. Harry  
 worth, Miss Maude and Miss Belle, all  
 hom except Captain George reside at  
 amily residence.

City

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