

Research in Progress:
Henry D. Gardiner (and Gardiner, OR)

By John M. Switlik

A marker sits beside U.S. 101 in Gardiner, OR. The marker mentions that, at that spot on the Umpqua River, there had been a shipwreck in 1850. The town got its start, thereby. Cargo and the ship were salvaged and used for early buildings. The ship was owned by a Boston merchant, name of Mr. Gardiner. The marker goes on with some facts about the area. In 2014, Gardner Research received a query: who was this Mr. Gardiner and how does he relate to us? The article addresses that query.

Introduction

In 1850, there was a shipwreck along the Oregon coast that involved a vessel that had come up from California with a load that was to be used to support mining. The ship that wrecked was said to be owned by a Mr. Gardiner.¹ At the point of the shipwreck, a town emerged, Gardiner, OR. Early dwellings were constructed from the cargo which was salvaged or from pieces of the ship, itself. Some of those on the ship remained in the area. This article looks at some details about the ship that was lost and about the unknown Mr. Gardiner.

The discovery of gold in California had a large effect in New England (121 ships went from there to California. There were “hundreds of abandoned ships, whose crews had deserted in San Francisco Bay in 1849–50, showed many thousands chose to do this.”)² ³ Many wanted to go to seize the opportunities. Basically, there were three ways for traveling to California from the eastern part of the U.S. One route was across land as the many Oregon pioneers had proven.⁴ The trail as it approached Oregon (in what is now Idaho) split and went south.⁵ The second means was to traverse the narrow part of Central America. This trip required a jaunt down the coast from Boston. Then, the trip required an arduous trip across land. This part was comparatively short but very difficult due to jungle, weather, and natives (the route involved “taking a ship to Colón, Panama (then called Aspinwall) and a strenuous, disease ridden, five- to seven-day trip by canoe and mule over the Isthmus of Panama before catching a ship from Panama City, Panama to Oregon or California.”⁶). Finally, after getting to the west side, another ship brought the travelers up the California coast.

The longest method was to go around South America (“The ... trip was the voyage of about 13,600 to 15,000 miles (21,900 to 24,100 km) on an uncomfortable sailing ship rounding the treacherous, cold, and dangerous Cape Horn between Antarctica and South America and then sailing on to California or Oregon. This trip typically took four to seven months (120 to 210 days) and cost about \$350 to \$500.”⁷)

This article shows that the ship, the Bostonian, took the long, southern route (see section, barque Bostonian). As well, the article provides a timeline (see Appendix) for the Bostonian before the trip to California and between the time that it got to California and the shipwreck.

¹ Durbin, G. (1969) “The Gardiner That Was” Umpqua Trapper

² Crandall, R.J. (2000) “New England’s Migration Fever” Ancestry magazine, NEHGS, v 19, n 4, p 19

³ Oregon Trail#Other Trails West, Wikipedia

⁴ Oregon Trail, Wikipedia

⁵ California Trail, Wikipedia

⁶ Ibid, Wikipedia

⁷ Ibid, Wikipedia

The following is what was written on a marker near the Gardiner location.

Marker Location: U.S. Hwy 101 in Gardiner, OR

Marker Text: On October 1, 1850, the schooner “Bostonian” owned by a Boston merchant named Gardiner was sent to the Pacific Coast in the interest of trade. The ship wrecked on the Umpqua River bar. Most of her cargo was salvaged and brought to this site, known for years as “Gardiner’s City.” A sawmill was built in 1864, another in 1877, and Gardiner became a noted lumber port. Fire destroyed most of the town in 1880, but it was quickly rebuilt and widely known as “The White City by the Sea.” From 1885 to 1918, the Gardiner Mill Company, with its logging camps and brisk sailing ship trade, made Gardiner one of the busiest towns on the Oregon Coast.

Marker sponsor: Lower Umpqua Historical Society, Reedsport, Oregon

In 1994, residents of the area submitted an application to be named a Historic Place.⁸ The application process provided the opportunity to gather additional information. One new fact was that the owner was Henry D. Gardiner of Boston.

In 2014, Gardner Research received a query related to Mr. Henry D. Gardiner. Who was he? This article provides the research results concerning Mr. Gardiner and his life; as such, this article is a point in time summary that will generate additional research.

barque Bostonian

Note: All material in this section is covered in the Appendix: Timeline, barque Bostonian. Appendix footnotes provide the detail for most of the sources of this section.

Several ships have had the name, Bostonian, including a clipper (generally, a faster ship than the barque)⁹ that was launched and named in 1854.¹⁰ The clipper Bostonian, unfortunately, met the same fate as the barque as it floundered on the way to London while trying to rescue the crew of another ship. These two ships remind us of the perils of nautical business and adventures.

The barque Bostonian was built before 1840 which is the first record that was found and was involved in trade along the East Coast. In 1846, the barque travelled from Boston to Galveston in fourteen days which was considered a new record for the type of vessel. That same year, hostilities related to the Mexican-American War caused some ships to be caught in Galveston.

In 1847, the barque Bostonian was written up as confirming dangers at George’s Shoal. In 1848, its cargo, namely over nine thousand gallons of liquor was assessed duties in Boston.

In 1849, the barque Bostonian loaded up with rum, gin, and other spirits at the Custom House in Boston. In July of that year, it embarked with four passengers to California. After 173 days at sea, the barque

⁸ Young, E.M. (1994) “Gardiner Historic District” Application Form: National Register of Historic Places, US Department of Interior

⁹ Ballantyne, R.M. (1863) *Man on the Ocean: A Book about Boats and Ships* chpt 11

¹⁰ Boston Daily Atlas, March 6, 1854 (built in East Boston by D.D. Kelley, owned by Geo. Callender & Co.)

¹¹ Giffiths, Bates (1855) “Launches for the Past Month” *Monthly Nautical Magazine, and Quarterly Review, Volume 1*, p 303

arrived at San Francisco in January of 1850. In August of 1850, there were still sales of liquor going on at the Jackson Street Wharf. H. D. Gardiner was the proprietor.

Now, at this point, an interesting bit of data comes to fore. The Southern Cross reported that the barque Bostonian was in New Zealand in April of 1850, having come over from San Francisco in forty-five days. The reporter of the Southern Cross use delightful language to describe the growing trade between the gold seekers of California and New Zealand. Actually, the New Zealand area saw a needed jump in trade and was not unhappy.

The barque Bostonian was getting lumber, potatoes, and other gear that would be of use to the miners. Was that the load picked up in New Zealand on the ship at the time of the accident?

Most reports did not mention any casualties. But, the owners (HD and his brother, CF) did incur a loss. We have not figured any amount of loss but have found records of nautical activity by the two after the 1850 shipwreck. One series of questions would look at that part of the story. Also, other types of ramifications need study. For instance, there was a naval report made in January of 1851 at San Francisco by the crew of the Kate Heath which had just returned. The Kate Heath was the first ship to come upon the shipwreck site, and passengers left stories with their kin. The naval report said that three men lost their lives, in the aftermath.

Another series of questions involve George L. Snelling who was in charge of the ship at the time of the accident though he was not the Captain. George remained in the area and served as postmaster. The above-mentioned naval report named Boyling as the Captain; others have mentioned Coffin. This is an open issue.

Henry Dearborn Gardiner

Note: Many of the following is sourced by the Eliza Barney database of the Nantucket Historic Society.¹²

As the plaque noted, Mr. Gardiner, of Boston, was the owner of the ship that wrecked at the site in Oregon. Research in 1994 identified him as Henry D. Gardiner. Who was Henry?

Mr. Gardiner was born Silvester Henry Dearborn Gardiner¹³ on 10 Feb 1814 in Pittston, ME which is near to Gardiner, ME that was named for the 1st cousin, Dr. Silvester Gardiner, of Henry's grandfather, Gideon.¹⁴ Henry was born to John and Phebe Gardiner.¹⁵ Phebe (d. 11 Oct 1834) was the daughter of Benjamin Cartwright (b. 27 Nov 1750, d. 23 Nov 1803) and Rebecca Luce.¹⁶

Henry D. Gardiner married three times.

(1) Elisabeth Coggeshall (b. 7 Oct 1814, d. 18 Jan 1841), daughter of Peleg Coggeshall and Deborah Folger. One child: Sarah C. Gardner (b. 10 Aug 1840).¹⁷

¹² BGR: Barney Genealogical Record, Nantucket Historical Association

¹³ Robinson, C.E.R. (1919) *The Gardiners of Narragansett: Being a Genealogy of the Descendants* University of Virginia p 227

¹⁴ Ibid

¹⁵ Ibid, BGR, p 239

¹⁶ Ibid, BGR, p 330

¹⁷ Ibid, BGR, p 239

Sarah Coggeshall Gardiner married Joseph Bensusan (b. 21 Aug 1832, Spain).¹⁸ Their son, Joseph Henry Bensusan (b. 7 Nov 1862), changed his name to Henry Dearborn Gardiner, in 1888.¹⁹

(2) Caroline C. Turner (b. 1821), daughter of Benjamin Turner and Rhoda Coggeshall.²⁰ One child: Emily C. Gardner.²¹

(3) Emily W. Sealy. No children.

Henry died 14 May 1878 in Marshfield, MA.²² His death record identifies his parents. At the time, he was the Treasurer of the Butter and Churn Association.

Henry's grandfather, Gideon, and Gideon's first cousin, Silvester, were born in South Kingston, Rhode Island. Their lineage goes back to George Gardner²³ of Rhode Island through his son Benoni. The family book is *Gardiners of Narragansett*.²⁴ Silvester was a Tory during the Revolution.²⁵ This may account for why Henry dropped his first name.

Henry (HD) and his brother, Charles Frederick (CF) can be found in the U.S. Census, Massachusetts Census, and the Boston Directory. Their business was noted, several places, as being in lumber. However, they were ship builders, too.^{26,27} It is unknown if they built the barque Bostonian.

Connection of two wives to early New England and Thomas Gardner of Salem

Both Elizabeth Coggeshall and Caroline Turner are descendants of Thomas Gardner of Salem in the longer lineage and are more closely related, first cousins, from their Nantucket connections. One of their common Gardner ancestries goes back through their grandmother, Sarah Fish,²⁸ to the two sons of Thomas who moved to Nantucket: Richard and John. Included in this line for Sarah Fish are the Folger and Arthur families. Richard Gardner married Sarah Shattuck who was the daughter of his father's last wife.²⁹ The family has a long history of Quaker activity. John Gardner married Priscilla Grafton.³⁰ There are other Salem Gardner connections.

The union of the sets of other families in Elizabeth's and Caroline's lines would include other Nantucket names: Brown, Bunker, Coffin, Coleman, Gorham, Howland, Hussey, Otis, Paddock, Pinkham, and more.³¹

¹⁸ Ibid, BGR, p 239

¹⁹ "Names of persons change by Court", *General Index of the Laws of the State of New York, 1886-1896* p 728

²⁰ Ibid, BGR, p 497

²¹ Ibid, BGR, p 822

²² Massachusetts Vital Records, 1841–1910, v 302, p 285

²³ Ibid, Robinson

²⁴ Ibid, Robinson

²⁵ Smith, D.D. (2008) *Gardiner* Arcadia Publishing, p 9 (... remained loyal to the king of England)

²⁶ USS William G. Anderson (1859) built by C.F. and H.D. Gardiner (acquired by U.S. Navy, 23 Aug 1861)

²⁷ Executive Report, U.S. Congress, Patent #20606 (1858), C.F. and H.D. Gardiner, Propeller

²⁸ Ibid, BGR, p 23

²⁹ Ibid, BGR, p 95

³⁰ Ibid, BGR, p 82

³¹ Ibid BGR

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Timeline, barque *Bostonian*

1. Before 1840, built and launched
2. Aug 1840, Newcastle³²
3. May 1841, New Orleans (8 passengers)
4. 1846, The Galveston News reported the fastest trip from Boston to Galveston (14 days); caught in Galveston, MexAm War³³³⁴
5. 1847, reported discovery of danger at George's Shoal.³⁵
6. 1848, March, duties in Boston on 9,594 ½ gallons of liquor³⁶
7. May 1849, San Francisco paper (see below) reported a liquor load picked up at Boston (goods were originally from St. Croix).³⁷
8. 22 Jul 1849, left Boston with four passengers bound for California.³⁸
9. Jan 1850, Port of San Francisco reported the arrival of the *Bostonian* with four passengers, 173 days from Boston.³⁹
10. Apr 1850, barque *Bostonian* reported by Southern Cross as being in the Bay of Islands; on the 23rd, the schooner *Children* reported that the *Bostonian* had been "forty-five days" from SF, having come to pick up lumber, potatoes, etc. ⁴⁰
11. Aug 1850, San Francisco paper reported the *Bostonian* selling its load at the wharf at the end of Jackson Street.⁴¹
12. Oct 1850, shipwreck, *Umpqua Bar*⁴²
13. 1851, Naval report showed the *Kate Heath* which was first on the spot after the shipwreck returned to SF; report had Captain Boyling as commanding the *Bostonian*; three men died after the shipwreck: William Bell, John T. Smith, Frederick Johnson; *Kate Heath* returned to SF with Mr Snelling, Col Winchester, and others.⁴³
14. 1889, History of the Pacific Northwest⁴⁴
15. 1902, Lithograph of the barque given to the *Bostonian Society*.⁴⁵
16. 1969, *Umpqua Trapper*⁴⁶
17. 1994, National Register of Historic Places (first identification of Mr. Gardiner as Henry D.)⁴⁷

³² New-York American, Saturday Evening, August 29, 1840 and May 15, 1841

³³ The Liberator, Boston, MA, November 13, 1846

³⁴ The Mexican-American War and the Media, 1845-1848, Tuesday, November 10, 1846 (history.vt.edu)

³⁵ Sleeper, Cpt "Discovery of danger at George's Shoal" The Boston Mercantile Journal, Marchants' Magazine and Commercial Review, v 17, p 626

³⁶ Reports (1857), The Court of Claims, House of Representatives, 34th Congress, p 88

³⁷ Daily Alta California, Vol 1, No 208, August 27, 1850

³⁸ Haskins, C.W. (1890) *The Argonauts of California*, p 461

³⁹ Daily Alta California, Vol 1, No 16, January 14, 1850

⁴⁰ The Southern Cross, Tuesday, April 23, 1850, Friday, April 26, 1850

⁴¹ Daily Alta California, Vol 1, No 208, August 27, 1850

⁴² Durbin, G. (1969) "The Gardiner That Was" *Umpqua Trapper*

⁴³ Rasmussen, L.J. (2002) *San Francisco Ship Passenger Lists Vol. II (1850-1851)* Genealogical Publishing Co, p 85

⁴⁴ Evans, Elwood (1889) *History of the Pacific Northwest: Oregon and Washington* North Pacific History Co, p 379

⁴⁵ Proceedings of the *Bostonian Society*, Annual Meeting, Volume 5, p 54

⁴⁶ Ibid, Durbin

⁴⁷ Young, E.M. (1994) "Gardiner Historic District" Application Form: National Register of Historic Places, US Department of Interior