

## Captain David Jenkins

By: John Edmonds

When David Jenkins was a young man, he joined up with the 3<sup>rd</sup> Cavalry of the Jefferson Cavalry. This was a well known and highly respected military organization, established in Redwood City during the Civil War. Its purpose was to respond to the fact that the Confederate Army intended to move up from Southern California and through Redwood City to get to San Francisco, where the mint was shipping \$2,000,000 in gold per month to New York and Washington for use by the federal government in the fight for national unity.

3<sup>rd</sup> Corporal David Jenkins was a leader and prominent person in the military unit, which was dearly loved by the citizens of Redwood City who were starved for entertainment. The cavalry was indeed very entertaining as they paraded down "A" Street to show their preparation. Unfortunately things occasionally happened that made them especially entertaining. For example, on one occasion the command "draw swords" was given, and the clanging of swords and sheaths and the jingling of saddles and stirrups spooked the horses and they didn't stop running until they reached their homes.

David Jenkins was a native of Wales who arrived in Redwood City with his wife and son in the mid 1950s. He built the C. E. Long, a sailing sloop that plied the waters of Redwood Creek and hauled lumber from the Hanson and Ackerson Lumber Docks to faraway places such as San Francisco, Oakland, Sacramento, and San Jose. It was a sad day in mid December when the sloop C. E. Long departed San Francisco enroute to Redwood City. But let's let the San Mateo County Times and Gazette tell the story.....

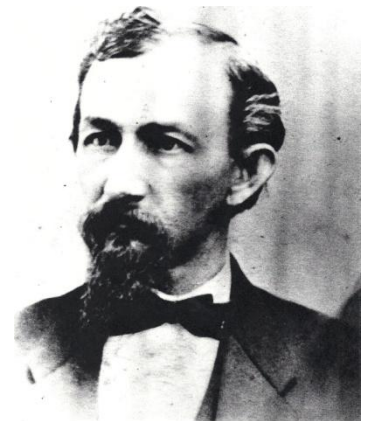
"It becomes our duty to record one of the most distressing casualties that ever occurred in this vicinity. On Monday morning last, the sloop C. E. Long

left San Francisco for this place under the command of Captain David Jenkins, her owner, having on board his only son, 13 year old George Jenkins, Charles Boyd, brother of Mrs. S. H. Snyder, and Fred Littlejohn aged 17 years, son of Emma and William Littlejohn. All residents of Redwood City.

A strong southerly wind was blowing throughout the day which terminated into a gale towards dark and the last time the Long was seen on that day was about 4 o'clock in the evening by the sloop "Young America" nearly opposite Redwood City across the bay, beating up against the head wind. The Young America cast anchor and the men went below as the sea was breaking over so as to make it uncomfortable and unsafe to remain on deck and of course they were unable to see what became of the Long.

The next morning a vessel was found on her beam ends floating in the bay and from that fact and that the Long had not arrived here it was at once suspected that the capsized vessel was the Long, which of course created a great deal of anxiety and excitement in town.

The sloop Roman, Captain Perry Minner, set out about noon for the wreck, having on board Sheriff Thomas Lathrop and several others. The Roman overhauled the wreck about 3 o'clock and found it to be the Long, they found no one aboard and being unable to right the sloop or tow her into port, she returned to Redwood City arriving about midnight.



*Sheriff Thomas Lathrop*

The next morning the sloop Young America, with a large crew including Sheriff Lathrop, started out with a view of overhauling the Long and bringing her into port and if possible to recover the bodies of those lost. The weather however was extremely boisterous and the Young America did not venture out of the mouth of the creek until the morning of Thursday by which time the Long had drifted abreast of San Mateo. The America reached the wreck about noon and in a short time had her righted up and alongside and all hands were pumping and bailing

her out hoping that some of the bodies might be found in the cabin but in this they were sadly disappointed.



*This photograph of the Mezesville map shows Redwood Creek during the 1860s. It was a very busy time for Redwood City.*

The America arrived in Redwood City with the Long on Thursday night. She is little injured and probably one hundred dollars will cover the damages. She was found with her sails set and with her mast and sales lying flat on the water. It is only a matter of conjecture as to how she was capsized but it is presumed that occurred while tacking. No tidings whatsoever have so far been received of anyone of those who were

on board and it becomes certain that they have all met a sudden death. By this sad calamity

three families have been caused to mourn the loss of dear and valued relatives. The blow falls especially upon the family of Captain David Jenkins who leaves a wonderful wife and three daughters to mourn the untimely death.

Captain Jenkins was among our most respected citizens and his afflicted widow and family have the warmest sympathy of the entire community.

It is thought that the disaster occurred near the Alameda shore and the bodies may go ashore somewhere on the other side of the bay. The Alameda Gazette and the Oakland News will please notice the fact and request anyone discovering dead bodies to communicate the fact to this office.



*The marker in the Odd Fellow's plot for David Jenkins*

The bodies of Captain Jenkins, George Jenkins and Fred Littlejohn were all discovered in December 1867 and were brought to Redwood City and buried in Union Cemetery on December 23<sup>rd</sup>, 1867. David Jenkins was a member of the International Order of Odd Fellows and he and George were buried in that plot. Fred Littlejohn was the first of the Littlejohn clan to die and he was buried in what became the family plot, number 96G.

I have not been able to find any evidence that Charles Boyd has ever been found at the time of this writing. It appears that he may have been part of the Boyd family of Woodside, a farming family.