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ROBERT L. JAMIESON OF MADISON COUNTY, IN

[19000-19199]

19000-1 ROBERT L. JAMIESON was born June 30, 1807, OH or IN. and died October 1857 at sea. He married February 28, 1833, Sarah Jane _____, who died July 23, 1849. They resided in Madison co., IN.

Children:

(All born in Elwood, Madison co., IN)

- (1) 19010 Sarah Jane, b. 2/28/1833; d. 12/4/1833;
- (2) 19011 Caroline, b. 9/18/1834; d. 3/17/1842;
- (3) 19012 Levi, b. 5/17/1837; d. 1894; m. 1875, Nancy Jane **Jones**;
- (4) 19013 Mary A., b. 10/27/1839;
- (5) 19014 Martha”Mattie”, b. 12/12/1844;
- (6) 19015 Lifilit R., b. 6/18/1849; d. 8/7/1849;

Notes:

Mr. Jamison was residing in Hamilton, Butler co., IN. at the time of his son’s, Levi’s, birth in 1837. Some time between 1850 to 1855 Mr. Jamison, among thousands of other gold seekers, went west to strike it rich in California. During these few years about a quarter of a billion dollars had been extracted out of the California fields. Having only just recently been given statehood, California with U.S. government help organized and controlled the lucrative gold bullion market. Thousands traveled west via steamship and horse to reach the coveted western lands. Tickets were sold out as fast as the steamship agencies could handle the crowds. With some miners returning with their lucrative finds the intense hunt forged ahead with renewed vigor with every new group that made it to the fields. Robert Jamieson was one of these men. Having lost his wife and three of his six children he decided to venture forth. Who took care of his other three children while he was away is open to debate. Other Jamiesons resided in Madison county, IN. but nothing of his ancestry has been uncovered as yet.

Jamieson did well returning from the west with a fortune stack aboard the steamship SS Central America. Manufactured out of New York the ship was making its 44th trip up the east coast. Mr. Jamieson had set sail from San Francisco on the steamer, Senora, August 20, 1857 to Panama reaching that nation by September 3.

The trip took two weeks and the balance up the east coast would consume another four weeks. Jamieson crossed the tiny Central American country by train in four hours and obtained a ticket at the small Panamanian town of Aspinall. With 577 other passengers aboard ship over a million and a half dollars in gold lay beneath her decks. Professional people milled with gamblers and thieves, and the miners exchanged tales and adventures in the gold fields as they sailed homeward. That afternoon Capt. William Lewis **Herndon** set sail from Panama with calm seas and a beautiful sky. A short stop-over in Havana occurred and then it was up along the east coast of the United States when 160 miles off the Carolina on September 8th, a Tuesday afternoon, when they were struck by a West Indian Cyclone or hurricane. The entire next day and the one following was spent in the roaring winds and intense gales that howled constantly around the steamship. By Friday morning the engines had quit and a leak was discovered in the hull and water began pouring into the hold. By afternoon the crew and passengers were manning pails with no pumps to discharge the water back into the sea. For 24 hours men had been desperately fighting against the rising waters inside the steamer. Tired, exhausted, they began losing hope, their situation at a crossroads. On Saturday a small vessel, the Brig Marine, from Cuba came into view. But she had been damaged herself in the storm having lost part of her foremast and rigging. Yet, with the lifeboats from the Central America over the course of several hours the Brig took on all women and children from the Central America. They could not handle any additional people. Around 8:00 p.m. the Captain and his second officer, James **Frazer**, fired three rockets downwind to signal the immediate peril of their sinking ship. Lurching three times the boat along with 425 passengers and crew sank beneath the surface of the Atlantic Ocean, sucked into the maelstrom it had created as it went down. 153 passengers survived, 53 of them saved by the Bark, Ellen, who rescued them after the steamship had sunk into the waves. Another three survivors were saved by the British Brig Mary after drifting miles from the scene and enduring eight days of uncertainty and the elements of the sea.

The loss of the Central America created a storm of panic and financial woe on Wall Street, those of its passengers having survived notwithstanding. The insurance companies wanted to locate and raise the ship to recover the gold, but the mechanical problems of engineering were much too complex and difficult for the times and the story of its sinking was eventually panned out as the looming war between the states rose. Yet, all was not lost. A story in the New York Times, dated September 17, 1859, carried a postscript to the tragic aftermath of the Central's sinking as follows:

"WRECK SALVAGERS RAISING TREASURE"

"Explorers off South Carolina Expect months of Work."

Charleston, SC - Sept. 16 (AP) - Salvagers who have begun raising gold bars and coins from a sunken 19th century steamer say they expect to stay offshore until winter recovering as much as 1 billion from the ship, an expedition spokesman said.

The Central America, a paddle-wheel steamer, was traveling from Panama to New York on Sept. 12, 1857, when she sank in a hurricane, killing about 425 of the 578 people aboard. The wreck is about 200 miles off the South Carolina coast, in 8,000 feet of water.

The cargo includes fortunes made in the California Gold Rush, said a historian, Judy **Conrad**, of the Columbus America Discovery Group, which found the wreck three years ago. The group has 106 investors, mostly from Ohio.

Barry **Schatz**, a project director for the expedition, called it the largest American treasure trove ever.

"It sure beats working for a living." Mr. Schatz said by ship-to-shore telephone on Thursday from the recovery ship Arctic Discoverer.

"Three Tons of Gold."

The Central America's primary cargo, a regular monthly shipment of gold from the San Francisco Mint to the New York banks, had been carried overland across the Isthmus of Panama and then loaded onto the steamer. The estimated three tons of gold would be valued at up to 450 million today.

In addition, riches belonging to passengers returning East after making their fortunes in California appear to have been on the ship, Mr. Schatz said.

"That billion dollar estimate is probably the most frequently heard on the treasure's clue." said E. Lee **Spence**, a shipwreck expert from Sullivan's Island, SC.

Historians originally believed that the ship sank off Cape Hatteras, NC. but research based largely on newspaper accounts led the Columbus America group south.

So far about 500 pounds of gold have been recovered, Mr. Schatz said. The gold is being brought to the surface by an underwater recovery vehicle equipped with video cameras and a robotic arm.

Gold bars, one weighing 62 pounds, rare, 'double-eagle' coins valued at up to \$20,000 each and gold coins made by private California mints and valued at up to \$15,000 each have been recovered, said Pamela **Adkins**, a spokeswoman for the expedition. The expedition which sailed out of Wilmington, NC in July will stay at the site until winter.

Mr. Schatz says the organizers believe they can recover all the gold but it will be later this month before they have a better idea how long that might take.

On April 2, 1990, an article appeared in the Appeals Democrat of Marysville, CA. Below is an excerpt.

"Not all of the ship's gold was recovered in salvage expeditions last year, and its exact value has yet to be determined. The ship was carrying about 450 million at today's prices. In addition many passengers were carrying fortunes they had made in California, so the total treasure could be worth up to \$1 billion, experts have said."

References:

1] Jamieson Family Records of Merna Jamieson Bennett; 2] World Book Encyclopedia, 1978 ed: 3] Ascent To Greatness, Raymond McNair, Triumph Publishers, "Treasures of a Lost Voyage"-aired on Discovery channel Sept. 9, 1990; 4] The New York Times, Sunday, Sept. 17, 1989, section 1,p.41; 5] The Appeal Democrat, Marysville, CA., April 9, 1990; 6] Madison county, IN. records;

19012-2 LEVI JAMIESON [Robert], was born May 17, 1837, Elwood, Madison co., IN, the son of Robert and Sarah Jamieson (19000). He died 1894 in NE. Mr. Jamieson married 1875, NE., Nancy Jane **Jones**, born 1857, Cincinatti, OH, and died 1929 in CA.

Children:

(All born in NE)

(1) 19035 Charles, b.c. 1875;

- (2) 19036 Ida, b.c. 1877;
- (3) 19037 Laura, b.c. 1879;
- (4) 19038 Chester, b.c. 1881;
- (5) 19039 Ethel, b.c. 1882;
- (6) 19040 Nancy Jane, b.c. 1884;
- (7) 19041 Celeste, b.c. 1887;
- (8) 19042 Sanford, b.c. 1889;
- (9) 19043 Glen Hugh, b. 1890; d. 1966; m.1) 1917, _____; m.2) Sallie Laura **Woodbury**;
- (10) 19044 Amanda, b.c. 1991;
- (11) 19045 Ruth, b.c. 1893;

References:

1] Jamieson Family Records of Merna Jamieson Bennett; 2] Madison co., IN records;

19043-3 GLEN HUGH JAMIESON [Levi, Robert], was born 1890, Utica, NE., the son of Levi and Nancy (Jones) Jamieson (19010). He died 1966, CO. Mr. Jamieson married first in 1917 in Colorado, but the facts of his first wife are not known. He later married Sallie Laura **Woodbury** who was born in 1891, CO., and died 1983 in TX.

Children:

(Born in CA.)

(1) 19080 Merna Evelyn, b. 1924; m.1) 1954, Robert Eugene **Joyner**, b. 1927, AZ; m.2) 1963, Harold **Bennett**;

References:

1] Jamieson Family Records of Merna Jamieson Bennett; 2] Madison co., IN records;

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