McFarland, Harry Benson

Harry Benson McFarland Photograph Collection

PCA 571

1 folder
5 b&w 8x10 photos, 5 small photos

Processed by: Sara Bornstein, Mar. 2014
Revised by: Jacki Swearingen, May 2014

ACQUISITION: The photographs in this collection were transferred to the Alaska Historical Collections library from the Clallam County Historical Society located in Port Angeles, Washington. These images are from a larger collection that was donated to the Clallam County Historical Society from the Elsie McFarland estate. Harry Benson McFarland was Elsie’s husband and the probable collector of these images. Acc. # 2009-73.

ACCESS: The collection is unrestricted.

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PROCESSING: This collection has been described at the item level. Original order maintained. Photographs placed in Mylar, and all items placed into a pH-neutral folder.
**BIOGRAPHICAL NOTE**

Harry Benson McFarland was born in Washington on August 24, 1898 to Frank McFarland and Mary Roberts. Mr. McFarland passed away in July of 1976 in Port Angeles, Clallam, Washington.

*Mr. McFarland wrote:*

“I was first married in Mobile, Alabama, to Millie D. Good [Goodwin] from Kentwood in Tangipihoa [Tangipahoa] Parish of Louisiana on February 23, 1937. I was then working as a marine engineer on various crude oil tanker ships sailing out of gulf port cities, mostly out of Port Arthur and Beaumont, Texas, and making the round trip every ten days to the oil refinery at Bayone, New Jersey. I lived in the deep south for a number of years at Baton Rouge, Louisiana, and Columbia, Mississippi. I came west again in 1940 and we settled in Port Orchard while I worked in the Puget Sound Naval Ship Yards and the “Military Sea Transportation Service.” We moved to Port Angeles in January of 1960 and my wife, Millie, passed away with a stroke on February 14, 1965 and is laid to rest in the Mount Angeles Cemetery. Elsie Taylor and I were married June 26, 1965.”

**HISTORICAL NOTE**

**COURTNEY FORD (1902)** The 146 foot three masted wood schooner (originally a brigantine) *Courtney Ford* stranded and was lost at 8:15 p.m. September 7, 1902 at Glen Island. The vessel had departed St Michael September 2nd and was bound for Port Townsend, Washington and San Francisco. The *Courtney Ford* was in ballast with no cargo and had eight crew and one “workaway” on board. Three crew were lost; 1st mate C N Sanderson (47) from Sweden, Walter Olson (22) from Denmark and Seaman C Carlson (37) from Denmark.

The wreck is reported to have been caused by “Iron about the compass”. Other reports mention that Amak Island was mistaken for Akun Island while the crew was dead reckoning in the fog because of the faulty compass.

*Source* : U S Customs Wreck Report filed at San Francisco  

**SCOPE AND CONTENTS NOTE**

5 b&w 8x10 photos of the wreck *Courtney Ford*. 5 small photos, Nome, Kodiak, Treadwell, Umnak Pass, Cordova.
INVENTORY

1-5  Wreck of the *Courtney Ford*

6    In Umnak Pass, Alaska

7    Kodiak, Alaska

8    Food supplies go ashore at Nome, Alaska

9    Treadwell Alaska, Famous Glory Hole in Background; 3-D, Maude Dempset 2313 N. 39st. Seattle, U.S.A. [Postcard]

10   *S.S. Alameda* at Cordova, Alaska. Thwaites a. 2400