



After the creation of the Washington Forest Reserve, Robert was assigned with others to survey the South and East Reserve boundaries for the General Land Office, while still being employed by USGS as a "United States Surveyor". The November 30, 1903 edition of the Tacoma Daily News carries Farmer's account of the survey of the East Boundary of the Reserve. He was part of the controversial Fairbanks Meridian Survey from 1909-1910, where triangulation was used for control of the GLO survey. A. W. Barber in Washington, D. C. was very critical of these methods.

Robert was a U. S. Cadastral Engineer for the GLO in Washington from 1918-24, in Colorado and New Mexico from 1913-1923, and in Idaho from 1920-23. He surveyed the Indian town of Omak in 1919. Reportedly he made the first ascent of Cashmere Mountain outside of Wenatchee in 1900. Robert was in the D. C. GLO Office in 1910 and the Denver GLO office in 1920 and 1930, and retired there in 1932.

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**Farnsworth,**

**Levi**

1804-1884

Dem,

Green-

back

Union

Rep

USDS

Contract 4

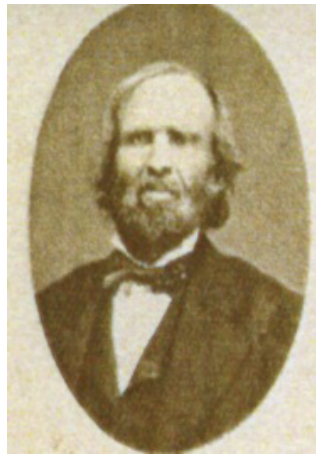
1855

(5/22/1855)

to

Contract 147

1872



1879

Born in Jonesborough, Maine, Levi and his brothers were ships carpenters. He left Machias, Maine on November 4, 1849 in the cargo ship, Agate, headed for the Pacific Coast, leaving his wife, Delia, and 7 children in Maine, ages 21 to 1. Delia and the children were living with her son in law, Jason Drisko, in 1860, with Levi noted as being there also. (But he was not.) He showed up in Vancouver, WA around 1851. He had several legal claims for debt in Maine in the 1840's. He was a Justice of the Peace in Washougal from 1852-53.

Levi was awarded Joint GLO Contracts 4 and 5 with John Lowell in 1855, although they had separate Contracts. John Lowell was from East Machias, Maine, only about 10 miles from where Levi lived. Lowell drowned in 1856 while serving as an expressman for the Volunteers, and Levi finished the Contracts as "Compassman". He was the first Mayor of Vancouver in 1858, City Surveyor of Vancouver in 1857, and surveyed the first plat of Vancouver, USA, in 1858, which was later resurveyed under the defective plats statute in 1881. From 1857-62 he surveyed many of the early Donation Land Claims in Clark County. From 1860-62 he was Clark County Sheriff and in 1863 a Legislative Road Commissioner.

Levi was: a Charter Member of Masonic Lodge Number 4 in 1857 and Past Master in 1863; a member of Washington Territorial Council (Senate) in 1865-66 (from Clark Co.) and the Territorial Legislature in 1876-79 (from Yakima County); Vancouver City Surveyor in 1867; Clark County Auditor from 1867-71; and Clark County Surveyor 1872-74. He patented 120 acres near Hockinson, WA in 1892, after his death, and patented 80 acres 2 miles west of Ellensburg in 1878.

Levi returned to surveying Contracts in 1871 and 1872. Contract 121 was in the foothills of Clark, Cowlitz and Wahkiakum Counties. Levi was 67 years old at the time, and this was tough ground. The notes stated that he used George H. Steward as compassman in T3N R3E, but there probably were more. The South half of the work in T3N R3E makes no sense, like the notes were lost and made up. There were corners and BT's before the 1902 fire, so he was there. The North half has corners but as the survey went North, it deviated from true position by up to 1000 feet. Other surveyors report poor quality work on the rest of the surveys on the West side. George H. Steward was the Notary for the Contract 147 in 1872 in Yakima, both before the work and after, and may have been compassman. Those surveys also have problems.

Levi was voted into the Washington Territorial Assembly in 1878, and at the same time elected Surveyor of Yakima County in 1878. Levi secured a water right for a sawmill on the Yakima River 4 miles upstream from Ellensburg in 1876, and sold the mill in 1882. He was in West Kittitas, WA, in 1880, a Charter and first Past Master in Ellensburg in 1882, and finally showed up in Jonesboro, Maine in 1883 after a long absence of 33 years. His wife and all but one of his children were all still alive and there to greet him. (biography)

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<b>Fenner, Charles Henry</b> 1858-1938 USDS Contract 324 to Contract 545 (with Elwood G. Hunt)	1886    1898	CA PLS 2727. Member AIME. Charles was born and educated in Rhode Island through grammar school. He then apprenticed to two civil engineers for three years before working for the RR. He travelled west to Washington Territory to be an assistant engineer for the NPRR from 1880-1883, and engaged in general practice from 1883-1899 in Montesano and Seattle, working for various private entities and governments. He married Ella Scammon in Washington in 1884, and they had two children. He was the County Surveyor of Chehalis County in at least 1889, and published a map of the County at that time.
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He received his first Contract in 1886 for T20N R8W, 15 miles North of Montesano, and that was surveyed with no problems. He received three more Contracts between 1897 and 1898. One was a township at Wenatchee Lake, and another was on the Spokane Indian Reservation. The first was examined by F. H. Brigham, and there were corrections. The second was examined by M. P. McCoy with minor corrections noted. Charles received a last Contract with Elwood Hunt, but a year later they requested a compassman be used. That was denied and the Contract was cancelled. Charles was appointed State Land Cruiser in 1896, at a time the State was selecting replacement lands from the Feds.

Charles was the engineer for the Sumpter, Oregon Townsite Company and formed an engineering partnership with Irving Worthington there in 1899. Charles was City Engineer of Sumpter twice at that time. In 1903 he was part of an engineering firm, Philbrick and Fenner at Sumpter, and during that time surveyed 4 Mining Claims in Baker County. He was divorced from Ella after 1900, and married divorcee Eva May Fowler before 1910, who had attended 5 years of college.

Charles went to Nevada and California as an engineer, and from 1900-1913, he maintained a general practice in mining engineering out of an office in Los Angeles, while also serving as part of management in various mining concerns. Charles and Eva were living in Whittier in 1930, with Charles listed as a civil and mining engineer, and Eva was listed as a widow in 1940. (biography) This is the maintained version of this information.

**Ferry, Elisha  
Frontis Pierre**

1825-1895

Rep

S G

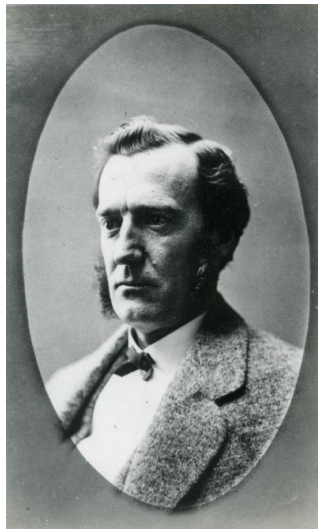
Washington

1869

Surveyor General

to

no more



Elisha was born in Michigan, the son of a judge, and graduated from Fort Wayne Law School in 1845, after which he lived in Waukegan, Illinois, where he practiced law from 1846-1869. He married Sarah Brown Kellogg in 1849. While in Illinois, he was the first Mayor of Waukegan, a Presidential Elector, a member of the Illinois Constitutional Convention, a Bank Commissioner, Assistant Adjutant General with the rank of Colonel, and a facilitator in sending out a large number of Illinois regiments. During that engagement, he had become friends with Grant and Lincoln.

In 1869 Elisha was appointed by President Grant to be Surveyor General of Washington, and in 1872 he was appointed Territorial Governor, also by Grant. After 8 years as Governor, he was not reappointed, and he moved to Seattle to practice law, including being on retainer for NPRR, until he was named as Vice President of Puget Sound National Bank in 1887.

Elisha was elected Governor of the new State of Washington from 1889-93. He was in failing health during his term, which prevented him from dealing adequately with the Railroad and the labor unrest controversies. When Ferry went to California in 1891 for health reasons during his term, his Lt. Governor Charles Laughton of Conconully, caused controversy with his vetoes of anti RR legislation. Ferry was very active in the Masonic order in Washington, leading the lodge in 1878.

In his usually slightly humorous writings, Deputy Surveyor O. B. Iverson wrote in 1875: "I think the governor was the biggest man for his size I have yet seen. He stood five feet seven on his rather high boot heels and he weighed less than ninety pounds, but he had a head big enough for a very large man, and it was crowded full of brains and energy." Elisha is the namesake of Ferry County, WA, Ferry Hall at WSU (now gone), and the Press Expedition named Mt. Ferry in the Olympics for the Governor. He died in Seattle. (biography)

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**Fisher, Ezra**  
**Timothy Taft**

1835-1899

Rep

Comp

Clerk

DS in OR

Contract OR 42 (as 1854

Compassman for

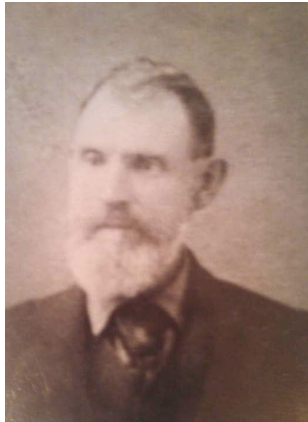
Lafayette Cartee)

(3/28/1854)

to

Claim Contract 101 1859

(OR)



Ezra, the father, was a graduate of Amherst in 1828 and Newton Theological Seminary in 1830, and became an ordained Baptist Minister in 1830. Ezra Sr. soon affiliated with the American Baptist Home Mission Society and was assigned to Indiana, where Ezra T.T. was born. Ezra Sr. preached all over the Midwest until the spring of 1845 when he was assigned to Oregon, and began the trip over the Oregon Trail. He was joined by Rev. Hezekiah Johnson, the father of USDS Hezekiah Johnson on the trip, with Johnson Sr. also receiving a Baptist Mission appointment.

Ezra Sr. preached in the Willamette Valley and in Clatsop County until 1849, when he went to California to earn some money. Ezra Sr. returned to Oregon City and bought a Claim with his earnings, and then set up the Oregon City College on his claim, the predecessor to Linfield College. The family moved to Santiam in 1855 after Mrs. Fisher died in 1854. Ezra T. T. served as a Clerk in the Surveyor General's Office of Charles Gardner in 1854. Ezra T. T. was a veteran of the Indian War, 1855-56, and married Hannah Stout near Oregon City in 1856, producing a number of children.

Lafayette Cartee hired Ezra T. T. in 1853 as part of his survey crew for Claim Contract 5. He grew in responsibility to Compassman, including the survey of the exteriors of T1N R3E in Washington, and then surveyed Contracts on his own in Oregon after 1855. He was a crewman for David Thompson near Klamath Falls in 1858. From 1856-59, he received 5 Claim Contracts in the Willamette Valley and one regular Contract near Klamath Falls on his own.

Ezra Sr. moved to The Dalles in 1861, but Ezra T. T. mostly stayed in Linn County until his death. In 1862 he was in the State Legislature, from 1863-66 was Clackamas County Surveyor, and then moved to a large farm North of Albany at Syracuse in 1867. Ezra served as Linn County Surveyor from 1884-1899. He was a Mineral Surveyor in Clackamas County in the Bald Mountain Mining District in 1890. Ezra died of erysipelas, a streptococcus infection, while in office after an illness of only three days. There are papers of his on file at the Oregon Historical Society. See OR GLO Surveyors for then maintained version of this information.

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**Fitch, Henry  
Lawrence**

1851-1929

USDS

Contract 382

(5/23/1892)

to

Contract 393

(6/27/1892)

1892

1892

Henry was born in Rochester, New York, and by the time he was born, his father had died of TB. His mother remarried a lawyer in 1866, who later sent his own son to the University of Rochester, which is where Henry probably received his education. He was living at home as a civil engineer in 1870. In 1880 Henry was still single and was the County Surveyor of Stafford County, Kansas, and he was married by 1885 to Winona Ellen Miller. His brief GLO career occurred when he traveled west in 1892 and 1893, leaving his family in Kansas, to survey two Contracts, one for the boundaries of the Quinault Indian Reservation and the meanders of Lake Quinault, and the other near Port Angeles. The first went well, even with an examination by Ralph Ober.

The second was examined by Henry Newby and suspended, but accepted after corrections. In 1900 he was a recent widower (after 1897) in St. Johns, Kansas, with five children, owning a grocery store. He returned to Rochester, New York by 1910 where he was living with his mother after his stepfather died in 1900. Henry worked as a civil engineer for himself and the city, and remained there until he died.



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**Fitzhenry,  
Edward Allen**

1866-1937

Dem

USDS

S G

Contract 417            1893  
to

Washington            1913  
Surveyor General



'1900

WA PLS 54. Born in Illinois, Edward graduated from high school in 1886, attended Illinois Wesleyan for a year, and then the University of Illinois at Urbana. After school he worked for the Lake Erie and Western RR for two years, and then came west to work for the UPRR, before moving to Port Angeles as a civil engineer in 1889 for the Port Angeles Eastern RR. He married there in 1891, but his wife died two years later, 2 days after the birth of their first child, and he remarried to Jessie Crooks in 1898.

Edward surveyed Contract 417 just South of Lake Crescent in 1894, and Contract 461 for 4 townships between the Queets and the Hoh in 1895. Contract 417 was examined by C. V. Sheldon, suspended, and accepted after corrections. Contract 461 was examined by Henry Newby and accepted after corrections. Contract 507 in 1896 included a township just South of Port Angeles. Contract 584 with 6 townships was surveyed in 1903. Two were just South of Port Angeles, one was South of Pe Ell, two were at Wynoochee Lake, and one was South of Neah Bay. All were on the Olympic Peninsula, and were partially inspected by N. B. Sweitzer and M. P. McCoy with few problems. His last Contract took him off the Peninsula with a township just Northwest of Leavenworth, and another on the Columbia River upstream from Bridgeport.

The San Francisco Call reported that in 1896 when Edward was returning from an assignment, a tree fell on his horse, smashing the pommel, breaking the horse's neck, and catapulting him in the air. He was unhurt. Edward was County Surveyor of Clallam County 1892-1896, County Clerk 1900-02 and 1904-08, and County Engineer 1908-1912. He continued off and on as the Chief Engineer for the Port Angeles Eastern RR until at least 1900.

He was a delegate to the Democratic National Convention in 1912 in Baltimore. His brother was a U. S. Congressman from Illinois in 1912, and helped Woodrow Wilson get elected. President Wilson appointed Edward Washington Surveyor General in 1913, a position he held until 1921. He is the namesake of Mt. Fitzhenry in the Olympics on the upper Elwah. He was Deputy State Land Commissioner in 1937 at his death, and had served in that position since 1933 when A. C. Martin was elected. He died in Tacoma. (biography)

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**Flood, Francis  
Blaine**

1866-1904

Comp

Contract 365 (as 1891  
Compassman for  
George A.

to

no more



1891

CA PLS 230. A complaint was filed with the Commissioner that George Schwartz hired a compassman by the name of Flood in 1891, that he solicited money from the settlers to do the survey, and also that a timber company put their own people in there as settlers. All were determined hearsay, except for the part about Flood, by John D. McIntyre, Special Examiner. He found that F. B. Flood did run the compass part of the time on his own, but under the direction of Schwartz. He was listed as a chainman in the notes.

Born in Indiana, Francis was living with his family there in 1880, and was listed as a private surveyor and deputy county surveyor in Lewis County, WA in 1891. He became a PLS in California at Redding in 1896, where he was an organizer of an electric railway. He left Oakland for Alaska in 1897 with several others to prospect on the Copper River. They were back in Seattle before the end of the year. Francis also worked on the Chilcoot Trail in about 1899. He was a Mineral Surveyor in Nome, Alaska in 1899-1900. Francis was buried in Oakland, CA in 1904.

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**Follman, Frank**

USDS

Contract 297 (Part 1883  
of the Benson  
Syndicate)

to

no more

He was part of the Benson Syndicate and probably a fictitious person. The only person by this name in the U. S. Census records that was of the proper age to do this Contract was a farmer in Iowa. His field notes were in the classic preprinted format of the Benson Syndicate, and his name appears on 12 townships East of Chelan, around Mansfield. His name is also associated with GLO surveys in Arizona at the same time.



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**Folstad, John J.** John immigrated to the US from Norway in 1875, and was naturalized in Snohomish County in 1891. In 1891-92 he surveyed Mining Claims east of Seattle, and was an incorporator of the Snohomish and Port Gamble Electric Motor Company. He patented 160 acres by Cash Sale just Southwest of Monroe in 1892. By 1910 he was on Kodiak Island, Alaska as a civil engineer, and stayed there until he died. He was convicted of ballot box stuffing in 1913.

*1857-1925*  
 USDMS  
 Mineral Surveys 1891  
 to  
 Mineral Surveys 1892

John was in Kodiak in 1912 when the tremendous eruption of Katmai occurred, dumping 18 inches of ash on Kodiak. In 1920 he was a civil engineer for a railroad in Afognak Village, Kodiak. He had been mining coal on the western shore of Amalik Bay in 1923, and when the Katmai National Park was formed, his 10 acres were excluded. His parcel was included in the Park years later. It appears he never married, and he died in Kodiak.

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**Fort, Edwin James** Member ASCE. Edwin J. Fort was named as a draftsman in the Surveyor General's Office of Thomas Cavanaugh in the Federal Registry of 1891. Edwin was born in Illinois, and by age 3 he and his sister were living with an uncle in Michigan. The next mention of him is as a draftsman with the "U P System" in Ogden Utah in 1890. In 1891 he was in Olympia in the Surveyor General's Office being paid \$5.00 per day, and was at Cornell in 1892.

*1868-1937*  
*Dr/Clerk*  
 Clerk 1891  
 to  
 no more

Edwin graduated in 1893, and received a M. C. E. in 1894. He married in 1899 and was living in Niagara Falls, New York as a civil engineer in 1900. From 1902-10 he was an engineer for the City of New York, and from 1919-1922 he was City Manager of the City of Niagara Falls. His wife died in 1912, and he married her sister, Aimee Beach Crandall. He and Aimee were living with their daughter in Ridgewood, New Jersey in 1926, and he died in Melrose, Massachusetts in 1937. Aimee died in 1956.

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**Fortman,  
Nicholas Jan  
Herman**

1841-1910+

Dem

Rep

Peoples

USDS

Contract 462 (with 1895

Thomas

to

Contract 489 (with 1895

Thomas

Hammond)

Born in Holland of Dutch parents, Nicholas Jan Herman de Gaay Fortman came to New York with his parents as a child. His father was a professor of languages, and Nicholas entered the Naval Academy. He served at sea until 1859, the last two years as an officer, made a stop in California, and then moved to Port Townsend. At sea he had travelled the globe, and was shipwrecked off the South coast of Java. At Port Townsend he farmed, surveyed, dealt in real estate, and served as County Surveyor from 1862-63. Nicholas married an Indian bride before 1874 and sired a son, but there is no record of them after 1880. He formed a partnership with Thomas Hammond in surveying and engineering by 1888, and when times were tough after 1893, they surveyed Contracts on the Peninsula.

They surveyed three Contracts from 1895-97, all between Port Townsend and the Pacific Ocean. Contract 462 was next to both the Makah and Ozette Reservations and was not inspected in the field. A township at the South end of Ozette Lake in Contract 470 was surveyed, but another at Hurricane Ridge was not because it was too mountainous. Contract 489 for two townships around the Hoh Reservation was surveyed and inspected. Corrections in the field were required, and the Contract was not approved until 1900.

By 1899 he had relocated to Ferry County and began working on the crew of Thomas Hammond until 1904. He never surveyed a Claim on his own by probably acting as compassman for Hammond many times. In 1902 he ran against the incumbent, Thomas Hammond, his long time partner, for Ferry County Surveyor. This may have been to keep the office in the firm, and it appears that Hammond won it back in 1904. Nicholas was last noted as a civil engineer in Republic in 1910. (biography)

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**Frater,  
Archibald  
Wanless**

1856-1925

USDS

Contract 546 (with 1899  
Hutson Niles and  
William Trumbull)

to  
no more



1904

Born in Ohio, Archibald studied law at Ohio Central College, and was practicing in Ohio by age 24. He then went to Minnesota for five years, where he was Clerk to the District Court at Brainerd, Minn. He went to Kansas for two years, and finally to Tacoma, WA in 1888 for one year. He moved to Snohomish in 1890, where he was elected a Member of the House of Representatives from 1891-92 and Chair of the Judiciary

Archibald moved to Seattle in 1898 and was listed as a lawyer in the 1900 census. Hutson Niles, William Trumbull and Archibald Frater received Joint Contract 546 in 1899 to survey four townships just West of Ione in Pend Oreille County, where all were in the field. Frater is listed as the USDS for the Ninth Standard Parallel and signed the oaths. The work took until into 1900. Niles and Trumbull were educated civil engineers from Snohomish, but there is no history of surveying in Frater's experience. They used James Todd Cowles, the son of the Chief Clerk, as one of the chainmen. The Contract was examined by M. P. McCoy with Supplemental Special Instructions Issued. It appears Hutson Niles returned and corrected some work in 1900.

Archibald was a long time personal friend of President Warren Harding. In 1902 he was a deputy state commissioner of statistics in Seattle, and also in 1902 was listed as the Receiver of Merchants' National Bank. He was elected as a Superior Court Judge in King County 1904, a position he held until 1925, when he died. He presided over the murder trial of George Mitchell in 1906, the cult leader of the Holy Rollers in Oregon. It was a sensational trial and involved Victor Hurt and family, an Oregon Compassman. His wife Emma died only four days after he did in Seattle. Archibald was holding out for a commitment to appoint his son to succeed him as Judge, which is what happened. He was active in the Masonic Lodge, achieving State Lodge Grand Master in 1897. (biography)

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**Frazier, William James**  
 1856-1941  
 Dem  
 Comp  
 Contract 203 (as 1875  
 compassman for  
 Henry S. Howe)  
 to  
 Contract 299 (as 1883  
 Compassman for  
 Dudley S. B.  
 Henry)

William was born in Thurston County, WA, the son of a family that crossed Natches Pass in 1853. He grew up on a farm there, being listed as both a surveyor and farmer, until 1889 when he alone was living with his mother. In that year he married and moved to Olympia. William was a chainman in 1874 for William Jameson on Contract 165 20 miles east of Chehalis, a chainman for Ross Shoecraft in 1874 on Puget Sound, and he was a chainman for Thomas Reed at Sunnyside and in the San Juans in 1874. He was a compassman for Henry Howe in 1875 in the Olympics, a compassman in 1883 for Dudley S. B. Henry on Contract 299 for three townships just north of Eatonville, and also was an axeman for Ed Brown on Contract 438 in 1895. Francis D. Henry was an axeman on Contract 299.

His older brother, Washington P. Frazier, was always listed as a surveyor, and probably was a compassman sometime along the way. Washington was listed as an axeman with William on Contract 165. William was a surveyor or civil engineer in Olympia from 1890 until at least 1930, recording 32 plats. For some of that time in 1890, he was associated with Whitham and Page. He was struck by a car in 1926 in Olympia and sustained serious injuries. He finished an 86 acre subdivision of 50x120 foot lots at Hunters Point in 1939, at age 83. After 1939, he and his wife had moved to Port Townsend to be near their daughter, which is where they died and are buried.

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**Freeman, James Eldridge**  
 1816-1895  
 Dem  
 USDS  
 Special Instructions 1851  
 to  
 no more

Born in New York, James headed west in 1840 to be a U. S. Deputy Surveyor in Iowa, Wisconsin and Minnesota until 1850. At that time he was elected Grant County Surveyor in Wisconsin, just before being named to the Oregon team by John Preston. It is reported that he was a "constant stammerer". He travelled through Panama and California to Oregon with Preston in 1851. Before beginning Contract Number 1 in Oregon, he and William Ives helped Preston determine the Initial Point of the Willamette Meridian. Freeman surveyed the Willamette Meridian South, offsetting to the West twice to avoid mountains, until he was through Range 30 South.

Zenas Moody, Joseph Hunt, and Israel Mitchell, all future Deputy Surveyors, were on his first crew, and he used four "markers", a term in use in 1851-52 only. He returned to survey Contract 5 for the exteriors of 11 townships near Salem in September and Contract 11 for five more townships in November, again near Salem. J. S. Pownall, Zenas Moody and Kimball Webster were on the crew, with Kimball Webster advancing to compassman on the last township. Contract 16 was awarded in the Spring of 1852, with Zenas Moody acting as compassman for part of the work. Contracts 24 and 25 for 14 townships were surveyed over the winter near Albany with Zenas Moody as compassman for all of the work. In the spring of 1853, James headed South to California, probably anticipating Preston's coming replacement, and for the higher pay and drier weather there.

James and his brother Jonathan were both in San Francisco in 1853. He began surveying townships and Spanish Land Grants by 1854, and continued that until he retired. In 1858-59 James went to British Columbia to perform original surveys for the B. C. government. His surveys in California were highly regarded a hundred years later in earthquake studies. The 1870 census showed him having a wife, Mary, and in 1879 he moved his residence to Oakland while keeping his office in San Francisco. He received a Contract in 1885.

By 1894 he had moved back to San Francisco, which is where he died. James was buried in the historical Laurel Hill Cemetery, but was probably one of 35,000 bodies moved to Colma, CA in 1937, and reburied in a mass grave mound to make way for development. The tombstones were used as riprap for the harbor. See OR GLO Surveyors for the maintained version of this information.

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**Frost, Thomas**

**A.**  
 1828-1855  
 Dr/Clerk  
 USDS  
 Clerk  
 to  
 Contract 3  
 (5/18/1855)

1855  
 1855

Thomas was born in Boston, the son of Walter Frost, Esq., graduated from high school in 1845, and worked as a civil engineer for railroads in Massachusetts, Vermont, and Indiana. He came to Olympia via Cape Horn on The Phantom, accompanying Mrs. James Tilton on a steamer the last stage, March 30, 1855. His sister Sarah came also. He would become Chief Draftsman in the Surveyor General's Office of James Tilton, and also was awarded the ill-fated Contract Number 3 to create the new Puget Sound Meridian between Townships 20N-24N R5&6E. This was vetoed by the Commissioner, and the markings all had to be changed.

Before Frost could do this, he died of typhoid in Olympia on November 9, 1855. There are no notes or plat of this survey, except for the 6th Standard Parallel, in the BLM records online, even though subsequent Deputy Surveyors are finding and using the corners. (biography)

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**Gaertner, Erich  
Guido**

1853-

USDS

Contract 254

(4/12/1880)

to

no more

1880

Member AIME. B. C. PLS. Erich came from Bavaria to California in 1871 as a mining engineer, and was naturalized in 1875. He spent several years in Mexico as engineer for a mine. He became a partner of W. S. Rumble in Los Angeles in 1875 as Rumble and Gaertner, and married his wife Adele there the same year. He authored a book on the "Advanced Mine in California" in 1876, and in 1877 Erich was advertising as a Deputy Mineral Surveyor out of San Francisco. He was a member of the NPRR survey party of Charles A. White, running a line from Priest Rapids to Spokane in 1879.

Erich was in Spokane, WA and Kootenai, ID in 1880-81 and may have performed some original surveys in B. C. at that time. being recognized as a Professional Land Surveyor in B. C. prior to 1891. He received Contract 246 in 1880 of T26N R45E between Spokane and Post Falls, ID. Erich was elected as a member of AIME from Chicago, IL in 1884, and by 1885 he had moved to New York, where he authored an article on "The Mining Compass and Trigonometer" in 1886. In 1887 he was affiliated with the La Union Mine, Puntarenas, Costa Rica. In 1888, the Congress of Costa Rica approved an agreement with Gaertner that allowed him to form syndicates that would be granted significant concessions, and in 1889 he became a founder of the Costa Rica Development Company. He was back in San Francisco in 1889, and was no longer a member of AIME in 1893.

His wife died of cancer in Yolo County in 1896, and his daughter was attending school in Sacramento in 1893. One son was in Dawson City in 1901 and then as an Engineer in Seattle in 1906, and his daughter was in San Francisco in 1917. Another son was an engineer on ships based in San Francisco. No more in the records could be found of Erich after 1889.



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**Galbraith,  
Isaac  
McFarland,  
"Mac"**

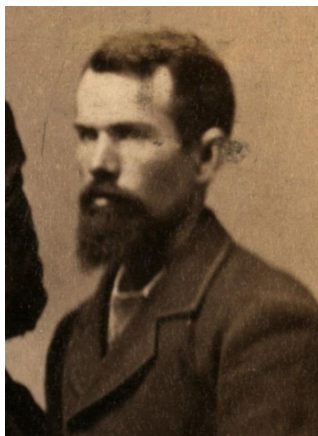
1857-1903

USDS

Contract 313 (as 1884  
Compassman for  
Oliver B. Iverson)

to

Contract 527 (with 1897  
Ralph H. Ober)



Born and raised in Tennessee, by 1875 he was on his second year of scientific study at East Tennessee State University. He was in Brownsville, Oregon as a farmer next to his brother Joseph in 1876 when he married widow Louisa M Brown Carolin. In 1880 Isaac was in Brownsville, OR, living alone, but listed as a married farmer, and Louisa was living with her parents. Louisa remarried about that time.

Isaac moved to the Sound in 1881, and in 1883 he was in Whatcom County, WA, again as a farmer, where he filed a claim on the South Fork of the Nooksack about one mile Southeast of Acme, receiving the patent to his homestead in 1892. His brother Audley followed him to the South Fork, and brought his family eventually. His claim was just North of Isaac's.

Isaac married Elizabeth Jeanette "Nettie" Cain in 1888. He worked as a chainman or compassman for Oliver Iverson in 1885, and from 1889 on, he was awarded his own Contracts, or worked for other deputies as a compassman. Isaac surveyed next to the International Boundary in 1892, and an inspection noted that he closed on a random traverse instead of the boundary, and had to go back and extend his survey to the north. He began to have trouble in 1895. He was appointed Compassman to finish Contract 430 for Freeman Brown, and the survey was ultimately rejected. Ralph Ober had to correct the notes of Contract 449. Isaac was unable to correct Contract 451, and Contract 518 in 1897 was cancelled for his failure to perform.

His remaining contracts were in partnership with Ralph Ober, who had to correct and finish the work of Isaac. Ober's brother-in-law was the surety for that work. From 1893 on, Galbraith was in Everett as a Government Surveyor and also working for James J. Shehan, City Engineer. In 1903 he was found dead in Seattle without finishing many of his Contracts. (See the Notes for Ralph H. Ober for more details.) He was on his way to the Puyallup Indian Reservation to correct some survey, and drowned near the wharf in Seattle at the foot of Battery Street. From 1899-1903, Isaac had become very unresponsive to the Surveyor General. He had been despondent for some time and had been drinking heavily. The newspapers speculated as to whether it was suicide or murder. He had just been paid and had no money on him when found.

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**Gannett,  
Samuel Stinson**

1861-1939

USS

Special Instructions 1908

to

no more



Born in Maine, Samuel was in the Class of 1883 of Bowdoin College, Brunswick, Maine, and did not graduate, but went on to MIT. His older brother was Henry Gannett, the father of quad maps in the U. S., and a long time important figure in the USGS. By 1884 Samuel was reducing triangulation in the Washington, D. C. office of the USGS in the winter, and was a topographer in the summer. He married Ella Cole in 1885, and they had several children. Both Henry and Samuel were in the founding 33 professionals that started the National Geographic Society in 1888. Samuel was appointed head of the Astronomic and Computing Section in 1890 and at that time established an astronomic station at Rapid City, S. D.

His entire career from 1882-1932 was with the USGS, doing triangulation, spirit leveling, publishing mathematical tables, and surveying state boundaries. He was living in Washington, D. C. in 1900, and continued in the same house until he died in 1939. In 1898 he established the boundary between Idaho and Montana. In 1908 Samuel was charged with retracing the survey of Rollin Reeves of the Washington/Idaho Border; in 1910, the West Virginia/Maryland Border and the Tennessee/North Carolina line; in 1915, the Ohio/Michigan Boundary; and in 1930, the Texas/Oklahoma boundary.

He surveyed other state boundaries also. In 1919 he was a court appointed commissioner with Stevenson Archer, Jr. to report to the Supreme Court on a state boundary dispute. In 1915, his daughter married Clarence Birdseye, a surveyor and the founder of Birdseye Foods and the quick freezing process.

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<p><b>Gardiner, George W.</b> <i>1819-1899</i> USDS Contract 294 (Under the influence of the Benson Syndicate.)</p> <p style="text-align: center;">to</p> <p>Contract 301 (Under the influence of the Benson Syndicate.)</p>	<p>1883</p> <p>1883</p>	<p>George Gardiner was a member of the Benson Syndicate, and may be a fictitious person. His field notes were in the same preprinted format as the other Benson Syndicate notes. His surveys (or lack thereof) in the Entiat Valley created distortions in the rectangular system of up to one mile horizontally, and were the subject of legal battles in the 1980's by the USFS to determine bonafide rights. As a result of the research for these battles, Steve Johnson and USFS personnel discovered the General Land Office Archives at NARA in Seattle. For Contract 294, George was paid \$7544 after an estimated cost of \$5000. For Contract 301, Benson put up Special Deposits of \$3600, and Gardiner was paid \$8040. This was for 19 fraudulently surveyed townships in total.</p>
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The USFS determined that the Entiat Valley surveys were actually partially surveyed by Charles Holcomb, who had his signature notarized by Harry A. Clarke on another nearby township. The 1885 Report of the Commissioner refers to the "Colorado Ring" in Washington, namely Harry Clarke, George Gardiner, Wencel Plachy, and John Ashley.

It is probable that Deputy Surveyor George Gardiner was one of only two people. One was George W. Gardner of Denver, and the other was USDS George J. Gardner, his son, also of Denver in the early 1880's. Denver was the headquarters of Harry A. Clarke and the "Ashleys" in the 1880's, all with Benson ties. The premise that he was a real person is supported by the fact that his signature on the Contract was notarized by the Court Clerk of Stevens County, a credible officer. George Gardiner was in Stevens County in 1883, head of one of the parties under Charles Sawyer, for the Benson Syndicate, as noted in the examination notes. The signature is very close to that of George J., the son. The father was not in the 1885 Colorado census, but was listed in the Denver City directory up until 1886.

George J., the son, who is described next, was in Yakima by 1885 as a surveyor. He was a deputy county surveyor for a few years there. In about 1890 he displayed an ethical flaw when he participated, with his father-in-law, in defrauding an elderly ignorant man out of 80 acres. His father-in-law convinced the man that he would lose his farm, and that he needed to deed the ranch to him. As soon as that happened, George W. mortgaged it for \$1000 and pocketed the money. He then deeded it to George J., the son, and his daughter who moved onto the property. The old man sued, and the case made it to the Washington Court of Appeals where they determined that the Gardiner family acted in a predatory manner. An analysis of the survey crew of George Gardiner found that the crew members listed do not match any local residents. The oaths only appear in one place per contract in all the notes, which indicates that they may have had had only one set of fraudulently signed signatures.

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<p><b>Gardiner,</b>  <b>George J.</b>  <i>1859-1915</i>          USDS          USDMS          Contract 347              to          Mineral Surveys</p>	<p>George J. Gardiner was possibly not the same person as George Gardiner of the Benson Syndicate, but their signatures are very, very similar. George was born in Kansas in 1850, moved with his family to Illinois, then to Missouri, and then was in the Denver Census in 1880. By 1885 he was listed as a surveyor in the Yakima, WA census. Between 1880 and 1885 he could have participated in the Benson surveys of Contracts 293, 306, 347 and 301. He was a local surveyor and deputy county surveyor until at least 1892. George surveyed a township between Westport and Tokeland on the Washington coast in 1890, which was inspected by E. G. Hunt with a good approval. See the notes about his father to read about his unethical behavior in defrauding an elderly man.</p>
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He was County Surveyor of Okanogan County from 1900-1906 and again in 1915, and surveyed the town of Tonasket in 1910. In 1898 he surveyed two townships at Malott and Conconully in a Joint Contract with Martinus Stixrud, which were surveyed by George. He used mimeographed forms for the oaths which is indicative of his possible Benson Syndicate ties. From 1902 to 1910 he surveyed 95 Mining Claims near Okanogan. It was reported by Mike Howells that he was a U. S. Transitman in the Direct System after 1910. George died in Okanogan in 1915.

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**Gardner, Albro****Burr Sr.**

1847-1928

Rep

USDS

USDMS

Contract 431            1893  
to

Special Instructions 1909



Born in New York, Albro was mustered into the Michigan Cavalry in 1863 as a private, serving until 1866 as a bugler. Albro was in Michigan in 1871 when he married Alice, in Wisconsin from 1872-1876, and was Allegan County Surveyor in Kalamazoo, Michigan in 1879. He was King County Surveyor in 1879, 1885-87, and 1891, and Seattle City Surveyor/Engineer from 1886-88 and 1890-92. At that time Albro resigned in frustration over the underground lake found when boring the sewer tunnel from Lake Union to Elliott Bay.

He was replaced by Reginald Thomson who used mining techniques to solve the problem. Albro was a delegate to the Republican State Convention in 1900, and was the City Engineer of West Seattle in 1906-08. His first Contract was examined in 1896 by Charles Sheldon, resulting in the suspension of the Contract. He challenged the examination, done by traverse methods, as incompetent, and the Surveyor General agreed, saying it was "incorrect and practically worthless." Albro corrected the notes, and received a new examination from T. R. Hinsdale in 1897, and was approved in 1900 after field corrections of 40 miles of line and a new exam by M. P. McCoy. One of his chainmen on the initial work was Lucien S. Robe, a U. S. Deputy Surveyor himself at about the same time, with his own problems.

Albro's last, small Contract in 1909 of the "lost township" was approved without exam. This was a township on the coast thought not to exist until someone filed a claim on it. One of the axmen on this job was T. F. Rixon, a County, Government and RR surveyor by this time. Between 1902 and 1908, he surveyed 2 jobs under Special Instructions and 99 Mining Claims in the Cascades. One of his chainmen on one of the S. I. surveys and several of the Mineral Surveys was William R. Whitton, a U. S. Deputy Surveyor. It appears that the Surveyor General made him send a man back out to the field the next year to add the Section numbers to the BT's at the quarter corners. The other S. I. survey may have been surveyed by Albro, Jr. because the N. P. signature of Albro, Sr. is not his. In 1897, Albro Sr. had applied for a Veteran's Invalid Pension.

Albro was the first of a long line of Gardners in surveying and engineering in Seattle, forming many engineering companies, doing public works, mineral surveys and subdivisions, until he died in Seattle in 1928. His partnerships included, Gardner and Hogg, 1887-1889; Gardner and Mosier, 1890's; Gardner and Gardner, 1903-1918; and Gardner, Gardner and Fischer, 1918-1928. He participated in over 550 subdivision plats and 100 mineral claims. Alice died in 1926, and Albro in 1928 in Seattle.

**Gardner,  
Charles Kitchel  
(Col.)**

1787-1869

Dem

S G

Oregon Surveyor

General 1853

to

no more



A lifelong Democrat, Charles was born in New Jersey, educated in New York at Columbia University in Medicine, and joined the military as an ensign in 1808. He served in various line and staff positions through the War of 1812, leaving the military in 1818 as a Colonel at the request of his fiancé. In 1815 he was court martialed by General Eleazar Ripley, with whom Charles had a personal quarrel.

He was found guilty of only showing disrespect to a superior, but not cowardice or neglect of duty, and he was restored to rank. While in the Army, he is credited with coming up with the system of naming companies in regiments by letters of the alphabet. After his military service, Charles went to New York where he first succeeded his father-in-law as Commissary General of New York, and then edited or published at least two magazines, *The New York Patriot*, a political publication, and *The Literary and Scientific Repository*, loosely affiliated with James Fennimore Cooper.

He started as a Clerk with the Post Office Dept. in 1822, became Assistant Postmaster General in 1829-1837, Auditor for the Post Office in the Treasury Department in 1837-41, and Postmaster of Washington, D. C. 1845-49. He was a friend of Franklin Pierce, and Pierce named him Surveyor General of Oregon at age 66 in 1853, arriving on November 1, 1853 with his sons and serving until 1856. He moved the office of Oregon Surveyor General from Oregon City to Salem in 1854. His sons, George Clinton and Charles T. came to Oregon with him and worked as chainmen, compassmen, and U. S. Deputy Surveyors as long as Charles was in office. He served two years, and then received a job in the Treasury Department, which he held until two years before his death.



Gardner was the author of: "Compend of Military Tactics", and "Dictionary of the Army." His daughter, Emma, married the future Governor of Louisiana, Senator Alexandre Mouton. Franklin, one of his sons and a West Point Graduate, married the step daughter of Emma and became a Major General in the Confederacy. Another son, Charles, became Assistant Adj. General for General Parke in the Union Army. George was an astronomer on both the Mexican and Canadian Boundary Surveys before becoming an engineer and executive for railroads. Charles K. died in Washington, D. C. His papers are located at the New York State Library. (biography) This is the maintained version of the information.

**Gardner,  
Charles  
Thomas**

18029-1895

Dem

Comp

USDS

Clerk

EX

Contract 45

1854

(Oregon Territory)

(with George

Clinton Gardner)

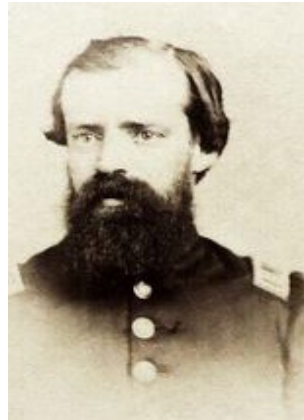
(with portions by

John Trutch as

compassman)

to

no more



Charles was born in Washington D. C., and probably educated there enough to feel competent to apply for a position with the US Coast Survey. When Charles K. Gardner, was appointed Surveyor General of Oregon in 1853, Charles T. Gardner, his son, came West with his brother, George, to participate in the public surveys and served as a chainman, compassman and U. S. Deputy Surveyor while here with his father.

Charles was wounded in the explosion of the boiler of the steamship Gazelle on the Willamette River in April 1854, killing Joseph Hunt standing next to him. Charles was scalded and suffered a broken arm. He owned slaves in Washington, D. C. in 1850 and 1860, but was compensated in 1862 when they were freed.

The Contract that Charles shared with his brother, George, in 1854 included the exteriors of four townships from Adna to Rochester in Lewis County, WA. They both signed the oaths and apparently did the survey. Their father wrote that the work was done at a loss of \$200-300. They spent 60 days to survey 54 miles of line. The last work of the subdivisions of T16N R3W was surveyed by John Trutch as compassman, with Charles T. signing the oath. They had requested a one year extension, or to be relieved of some of the subdivisions of T13-16N R3W. Charles received Oregon Joint Contract 52 with Harvey Gordon in February, 1855 for 11 townships near Cottage Grove. They both signed the oaths, and Lewis Van Vleet was the compassman for some of the townships. Joint Contract 53 with Harvey Gordon in Douglas County in 1855 was signed by Gordon.

In 1859, Charles was an Examiner and Clerk for James Tilton in the Washington Surveyor General's Office, and then was a member of the U. S. Canada Boundary Survey from the Columbia River to the Bitterroot Valley from 1859-61. He enlisted in the Army in Oregon, and during the Civil War, he served as a Major as Assistant Adj. General for General Parke in the Union Army. Later he was a Clerk in the Third Auditors Office of the U. S. Treasury in Washington, D. C. for 25 years until his death. Charles was granted an invalid pension in 1890. See OR GLO Surveyors for the maintained version of the information.

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**Gardner,  
George Clinton  
"Clint"**

1831-1904

Dem

Comp

USDS

USS

Astr

Contract 45                      1854

(Oregon Territory)

(with Charles

Thomas Gardner)

to

no more



George was born in Washington, D. C. and educated partially at Columbia College, quitting to be tutored in Astronomy and Geodesy. In 1849 he joined the Mexico/U. S. Boundary Survey. When Charles K. Gardner was appointed Oregon Surveyor General of Oregon in 1853, George and Charles Gardner, his sons, came west later to participate in the public surveys. George was chainman, compassman and U. S. Deputy Surveyor while in Oregon with his father.

The Contract that George shared with his brother, Charles, in 1854 included the exteriors of four townships from Adna to Rochester in Lewis County, WA. They both signed the oaths and apparently did the survey. Their father wrote that the work was done at a loss of \$200-300. They spent 60 days to survey 54 miles of line. The last work of the subdivisions of T16N R3W was surveyed by John Trutch as Compassman, with Charles T. signing the oath. They had requested a one year extension, or to be relieved of some of the subdivisions of T13-16N R3W. He was also a GLO Surveyor in Oregon in 1855.

In 1856 George was named Assistant Astronomer and Surveyor of the U. S./Canada Boundary Survey under Archibald Campbell, at which he continued until 1869. George did the mapping to advocate for Canal de Haro instead of Rosario Straits as the International Boundary in the San Juan Islands. He married Mary Brodhead in 1863, the daughter of the President of the New York Stock Exchange. After he left the Boundary Commission in 1869, George worked for the Pennsylvania RR until 1879; then the Troy and Greenfield RR and Hoosac Tunnel in Massachusetts until 1881; in Mexico until 1884; the WYNP RR until 1888; and the Ohio River RR until 1896 when he went to Peru to work on RR's.

George took the job of President and General Manager of the Flemington Coal and Coke Company. He died in New York in 1904, and is buried in Congressional Cemetery in Washington, D. C. George fathered a son, Charlie Alphonsus Gardner, by an Indian girl in 1860 while on the Boundary survey, who went on to become a famous riverboat captain on the Yukon. There is a manuscripts collection of his papers at the William L. Clements Liobrary at the University of Michigan. (biography) This is the maintained version of this information.

**Garfield,  
Selucius  
"Lucius"**

1822-1883

Dem

Rep

S G

USDS

Washington 1866

Surveyor General

to

Contract 94 1867



Selucius Garfield (spelled Garfielde 50% of the time) was born in Vermont, moved to Ohio, and then to Kentucky, where he worked for a newspaper and attended school. He married Julliett M. Font in Kentucky in 1844, but she died in 1850 after two children. In 1849 he was a member of the State Constitutional Convention. He went to California in 1851 where he was elected to the State House of Representatives in 1852, codified the laws of the state in 1853, and was admitted to the bar in 1854.

He returned to Kentucky in 1855 and had married Sarah Electra Perry in Boston in 1853, by whom he had nine children. Selucius attended the Democratic Convention in 1856, where he was campaigning for James Buchanan. A loyal Democrat, he was appointed Receiver of the public money in the Land Office in Olympia in 1857. Soon after arriving, he started assisting Isaac Stevens in his successful run for the U. S. Congress. In 1860 he ran unsuccessfully for the Congressional seat to replace Stevens. In 1864 he had a mining license in Barkerville, B. C. in the Cariboo District. When the Democrats came back in, he was appointed Surveyor General in Washington from 1866-69, after the death of Anson Henry. While Surveyor General, Lucius awarded himself two contracts in 1867, but assigned the survey to others.

Selucius was elected to two terms as U. S. Congressman as a Republican from 1869-73, but was defeated by O. B. McFadden in 1872. During his whole career, he was referred to as a silver-tongued orator, and a great stump speaker. Selucius was appointed Collector of Customs for Puget Sound in 1873, and was stationed in Port Townsend until at least 1877. He lost his Customs job in 1874, and after that he practiced law in Seattle and also Washington, D. C.

His wife divorced him in 1879. When his wife remarried to Daniel Varner in 1880, the Walla Walla Union had the following announcement, "...The bride was once the wife of a man who was an honored Delegate to Congress from this Territory, but who has of late years been the keeper of a low gambling hall in Washington, D. C. We trust that Mrs. Varner may prove a happier woman than ever Mrs. Garfielde was." Selucius had opened several gambling houses in D. C., and married Nellie Homer, a bar owner in 1881. While in Congress, he wrote two long articles, "Climates of the Northwest", and "The Northwest Coast". He fell ill in 1883 of pleurisy and pneumonia and died in Washington, D. C. in relative poverty. (biography)

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**Garfield,  
William Chase**

1854-1894

Rep  
Dr/Clerk

Clerk  
to  
no more

1867

He was born in Kentucky as the eldest son of Selucius Garfield, the Washington Surveyor General. His father appointed him a Clerk in 1867 at age 13, and the Commissioner approved his hire, "assuming he was competent". He was in Port Townsend with his parents in 1875 as a surveyor, and married in Dungeness in 1876. William was indicted by a grand jury with five counts of grand larceny of \$76 in 1880 in Jefferson County, involving him acting as agent for some Indians, but the outcome is unknown.

William was elected Clallam County Surveyor from 1882-84, and in 1887 was still living in Dungeness as a teacher. When his law partner, C. M. Bradshaw, was made Customs Collector at Port Townsend, William was named statistical deputy from 1888-89. He died in Seattle in 1894 of heart disease and was listed as a lawyer.

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**Gaston, Wilson  
Lippincott**

1831-1908

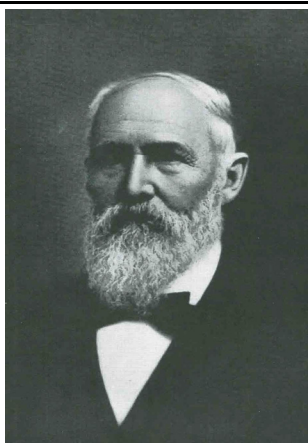
Dem

USDS

Special Instructions 1867  
(9/27/1867)

to

no more



Born in Ohio, Wilson was the brother of Joseph Gaston, the well known historian and railroad builder. Joseph and Wilson were orphaned as young children when their physician father died, and were cousins of William Gaston, the Governor of MA in 1874, and great grandchildren of Commodore Perry. Wilson was listed as a saddler in both 1850 and 1860 in Ohio.

He raised a company of cavalry in 1857 and was ordered West as a Lt. by President Buchanan to suppress the Mormons, who were raiding wagon trains. He was then detailed to protect immigrants from Fort Hall to Fort Walla Walla, and after a few years, Wilson returned back east to marry in 1860, and then in 1862 travelled to Jacksonville, OR with his brother. His wife and baby followed shortly via Panama, steamer, and a stage over the Siskiyou. With his brother, he made the first railway survey from Marysville, CA to Portland and personally had charge of the transit from Jacksonville to Portland. Later he engineered the construction of the high bridges across the gulches on the Heights back of Portland for the Portland and Hillsboro Railway.

Wilson worked in Walla Walla as both City and County Surveyor in 1866-67, and while there was appointed a Deputy Surveyor to survey the DLC of William McBean. By 1869 he was in Yamhill County, Oregon, when he surveyed three Donation Claims near Sheridan. In 1870 in Yamhill County, he was a civil engineer building the water-power canal on the Yamhill River, and in 1879 he built the bridges on the Dayton, Sheridan and Grand Ronde Railway. Wilson settled on 16 acres at the foot of Council Crest in 1870 on the Talbot DLC and was in Multnomah County as a farmer in 1880. At that time, he returned to his home town in Pennsylvania, but returned to Portland in 1907 with his wife. (biography) See OR GLO Surveyors for the maintained version of this information.

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**Gay, Henry M.** Henry was born of French Canadian immigrants in Wisconsin soon after they arrived. The family moved to Minnesota within a year after Henry was born in 1862, and Henry was still with his family in Minnesota in 1885. He worked as a chainman for Isaac Galbraith in Skagit and Whatcom Counties from 1892-96, and in 1896 was elected County Surveyor of Skagit County. He lost in 1898 and 1900, but won again in 1902 and 1904. In 1899 he was a lumber inspector in Seattle and married his wife there. From 1900-1901 Henry surveyed Contracts 562 and 570 in Whatcom and Skagit Counties. He was examined by Thomas Hurlburt and had to correct a few miles of line in 1901 in the field. He was approved in 1902.

Henry had a general store in Sauk about 1902. Gay owned a lumber camp, called "Gay's Camp," upriver from Sauk until at least 1908, and also a sawmill. He spent the rest of his career in the lumber business in Skagit and King Counties. Henry and his wife patented over 400 acres in Washington over the years. He died in Rockport, WA, and is the namesake of Gay Creek flowing through Rockport, Washington.



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**Geddes, Alfred**  
**Lathrope**

1878-1953

Rep

USDS

Contract 638 (with 1906  
W. A. B. Campbell  
and Nathan Hubbs)

to

no more



1920

OR PE 159. Alfred was born in Minnesota, his father being an Irish school teacher, and moved with his family in 1883, first to Yakima where his father was briefly head of the Indian School, before settling as a teacher at King's Prairie, near Mill City, OR. Alfred was living in Eugene, OR by 1900, where he was a student in Civil Engineering at the University of Oregon. He was a chainman for George Campbell on the Olympic Peninsula in 1902 and a chainman for Milton Germond on the East side in 1906. Soon after school in 1904, he received two Contracts in Northern Idaho for several townships. Future USDS George Riddell and Nathan Hubbs were chainmen on part of that work.

They were surveyed in 1904 using two engineering classmates from Oregon, George X., Riddell and Nathan Hubbs. He had to go back and make corrections in 1906, and after an examination by the Commissioner, Alfred returned again in 1909 and 1910 to get it approved. Alfred then held a joint Contract with W. A. B. Campbell and Nathan Hubbs, part of the Wasco/U. of O. connection. The work was in the Northern part of Okanogan County, and they shared the work. Alfred used future USDS Floyd Betts as a chainman on his part of the work.

Alfred was Linn County Surveyor from 1906-1916, and moved to Seaside to be a civil engineer for the Hammond Lumber Co. by 1918. Alfred was married to Anna May Clelan, with two step-children, in 1909, but she died in 1919. He came back to King's Prairie in 1927 to live with his mother after his father died, where he was a "free lance civil engineer". He stayed there until 1953, when he died. Alfred had brown eyes and black hair.

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**Germond,  
Milton Bernel**

1881-1920

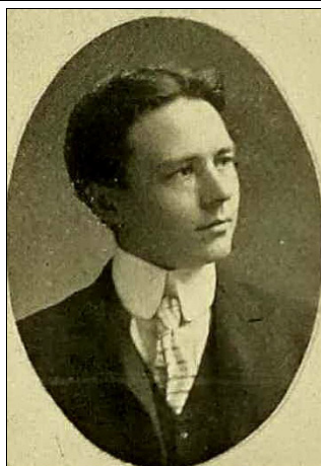
Rep

USDS

610 (with George R. Campbell) 1904  
(4/15/1904)

to

Contract 647 (with George Campbell and Walter Long) 1907



1905

Oregon CE. Milton was born in Oregon, and was living in Roseburg while attending school. He graduated from the Drain Normal School in 1902 and the University of Oregon in 1906 in Civil Engineering, writing his thesis on the public land survey system. He was a chainman for George R. Campbell in 1902 on the Quinault Reservation. In 1904-1905, Milton had his own Contracts, probably in the summer, sometimes held jointly with University of Oregon Engineering students, George R. Campbell and Walter Long.

He held 3 contracts in 1904, all with George Campbell, a University of Oregon Classmate, and they were completed uneventfully. They were in Spokane and Pend Oreille Counties, and one of his chainmen was Walter Long. He surveyed a Contract by himself in 1905 near Leavenworth, and future USDS and U of O classmate, Alfred Geddes, was a chainman.

Late in 1905, he received a Joint Contract with George Campbell and Walter Long on the Yakima Reservation. They were the second lowest bid, but received the Contract after the lowest bid was disqualified on a technicality. It was a large Contract and they all surveyed townships in 1906 and were examined by Louis Dent in 1907, resulting in corrections in the field in 1907-08. It was examined again, and George Campbell returned to make field corrections again in 1910. Milton's part had corrections of 3 miles, one of which was an error by the examiner. It appears that most of the corrections were caused by not closing the East-West lines. (stubbing) They were all seeking relief from Congress for payment in 1922, even after Milton had died.

He worked for the city of Roseburg, and in 1908 was a deputy County Surveyor for Douglas County. He was replaced as Douglas County Road Engineer in 1914 to become County Surveyor, but was listed as County Engineer for Douglas Co., OR in 1920. He died in 1920 as a young man in the influenza outbreak and became the namesake of the Milton B. Germond covered bridge over Deer Creek. . His wife, Cynthia Applegate Germond, was the granddaughter of Jesse Applegate, and the daughter of Oregon USDS Daniel Webster Applegate. He was of medium height and build with blue eyes and dark brown hair.

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**Gesner, Alonzo****"Lon"**

1842-1912

Rep

USDS

Contract 571 (with 1901

Frank Gesner)

(4/2/1901)

to

Special Instructions 1901

(4/2/1901)



1895

His family, including Alonzo as a young child, came across the Oregon Trail in 1845, filing a claim of 640 acres East of Salem, OR. After graduating from Willamette University, he taught school for a year, and then cut cordwood for a year to save money to buy a 30 acre farm. Acting as a chainman in 1872, he gained enough experience to get his own Contract in 1873 in Oregon, and received 9 Contracts in Oregon from 1873-80.

Five future U. S. Deputy Surveyors appeared on his crews during this time, and it is unknown how much they assisted. On Contract 336 in 1879 on T9S R4E, BLM later reported that his closing on the North line was 14 chais, not 4 chains. He only corrected the Westerly 1 1/2 miles of the line, leaving the rest grossly in error. He was Marion County Surveyor 1881-82, Indian Agent at Warm Springs in 1883-85, Oregon State Senator 1894-98, Salem City Councilman for four terms, newspaper owner with William Odell, and Salem City Surveyor in 1891. Alonzo was a Special Examiner of Surveys for Oregon in 1891-92 and 1896-97. He surveyed 11 more Contracts in Oregon between 1890 and 1902, and by that time, they were examined, including one of them in 1892 that was examined by his old newspaper partner, William Odell.

He was examined many times with multiple examinations, and had four townships rejected. Between 1894 and 1896, he had three Joint Contracts with Elmer Worrick in Western Oregon for a total of eight townships. They were examined many times and took over five years to get all but one township approved. Elmer joined the Army before they were done.

In 1901 Alonzo received a Joint Contract with his nephew, Frank Gesner, to survey a few townships in the Columbia Gorge near Carson, WA. According to the notes they divided up the work. The author has retraced much of their survey and find them to be fairly good. They were the second choice for this Contract, after the low bidder refused to correct his survey. They were examined by M. P. McCoy and had to resurvey one mile of line. Gesner, a railroad station east of Salem was named for the Gesner family. Alonzo died at home in Salem. (biography) This is the maintained version of this information.

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**Gesner, Frank  
Xavier**

1876-1948

USDS

Contract 571 (with 1901  
Alonzo Gesner)  
(4/2/1901)

to

no more

Born in Oregon, Frank was first noted as a chainman for His uncle, Alonzo Gesner, in Oregon in 1892 and 1902. He was deputy county assessor in Salem in 1898. Frank married Edith White in 1906, and at the time was a Justice of the Peace in Lincoln County. He was a fireman in Salem in 1918. Frank was a nephew of Alonzo Gesner, the son of his brother B. B. Gesner. Frank was also a GLO Surveyor in Oregon with two Joint Contracts in 1901-02 with Alonzo Gesner. The first one was surveyed by Alonzo, and at least part of the second by Frank. Both were suspended and corrected in the field. One township in Lincoln County was rejected after multiple examinations.

In 1901 Frank received another Joint Contract with his uncle, Alonzo Gesner, in Washington to survey a few townships in the Columbia Gorge near Carson, WA. According to the notes they divided up the work. The author has retraced much of their survey and find them to be fairly good. They were the second choice for this Contract, after the low bidder refused to correct his survey. They were examined by M. P. McCoy and had to resurvey one mile of line. Frank died in Rose Lodge in Lincoln County in 1948 at the family home, and Edith in 1951. He was of medium height and build with blue eyes and brown hair. See OR GLO Surveyors for the maintained version of this information.

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**Gibbs, George****IV**

1815-1873

Whig

Dem

USS

Special Instructions 1855

to

no more



George was born in New York, the son of an educated gentleman farmer, and was well educated himself. His maternal grandfather was Secretary of the Treasury and Governor of Connecticut. His uncle was also a Governor. He was turned down twice for West Point, and travelled and studied in Europe for two years. He then graduated from Harvard Law School in 1838, and started to practice law.

George was working as a librarian at the American Ethnological Society when he decided to head to Oregon in 1849. He ended up travelling with the Mounted Rifles, the same group that Justin Chenoweth joined, and upon arriving, hung up his shingle as a lawyer in Oregon City. In Oregon he studied the native languages, created a map of Oregon, was a customs inspector, and assisted in negotiating Indian Treaties. In 1853 he asked a personal friend, George McClelland, if he could accompany the Northern Railroad Survey in Washington as ethnologist. By 1854 he had compiled more records on the Indians in Washington Territory, and was hired by Isaac Stevens to assist in the Washington treaties. It was after he had drafted the treaties that he surveyed the first versions of the Reservations for Stevens in 1855.

George was named a Brigadier General in 1855 to command the new Territorial Militia, a predecessor to the National Guard, however, they were never funded while George was General. Sometime along the way he filed on a DLC in Pierce County which would now be adjacent to I-5 within McCord Air Base. It was patented in 1888. George joined the Northwest Boundary Commission in 1857 as Geologist and Assisatnt to the Boundary Survey and continued until 1862. After that he returned to Washington, D. C. and worked for the Smithsonian, writing papers until he died. In 1871 George married his cousin, Mary Kane Gibbs, at the age of 56 and soon died in Connecticut in 1873. He is buried with his parents and siblings in Saint Marys Episcopal Churchyard in Portsmouth, Rhode Island.

George created and/or published the following works: "The Memoirs of the Administration of Washington and Adams", 1846; "Report of the March of the Mounted Rifles", 1849; Drawing of the Methodist Mission at The Dalles, 1849; Dictionary of the Calapooya Language, 1850; Dictionary of the Chinook Jargon, 1851; Sketch of Champoeg Village 1851; Journal of Redick McKee's Expedition Through Northwestern California, 1851; Map of Humboldt Bay, 1851; Census of Western Washington Tribes, 1854; Map of military road from Astoria to Tuality Plains, 1855; Map of military road from Columbia Barracks to Fort Steilacoom, 1855; "A Report on the Indian Tribes of Washington, 1855;

(cont.) "A Report on a Reconnaissance of the Country lying upon Shoalwater Bay and the Puget Sound", 1855; "A Report on the Geology of the Central Portion of Washington Territory:, 1855"; Map of the Indian Tribes in the Western district of Washington, 1855; American Geographical Society, Map of the west part of the United States, 1856; "Indian Nomenclature of Localities in Washington and Oregon"; "Alphabetical Vocabularies of the Clallam and Lummi", 1863; "Physical Geography of the Northwestern United States", in the American Geographical Society Journal in 1869; and "Tribes of Western Washington and Northwestern Oregon of the United States", 1857-61. (biography)

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**Gibson,  
Edward**

1834-1904

Dem

Dr/Clerk

EX

Clerk

to

Special Instructions 1858  
(with Jared Hurd)

1855

Born in Maryland, Edward was the grandson of a large plantation owner. By 1850 both of Edward's parents had died, and the children were living together. Edward was the cousin of Tilton's wife, Frances Gibson. He arrived in Olympia on a steamer via Cape Horn on the Phantom in April of 1855 with Thomas Frost, Sarah Frost, Mrs. Tilton, her family and servants. He was a Clerk in the Surveyor General's office of James Tilton, and then Chief Draftsman after Thomas Frost died in 1855. Edward was mustered into Company B of the Puget Sound Volunteers as a Private in 1855, but was appointed an aide to Governor Stevens for the Indian conflict.

After the War in ended 1857, he was charged with correcting the marks on the ill-fated Puget Sound Guide Meridian and adjacent Parallels. Beginning in 1857 he examined Contracts for Tilton, continuing through 1862 until Tilton left office. Edward and Hanson Tilton left temporarily for the gold fields of British Columbia in 1858. They bought a boat to carry supplies for the miners, under the name of Tilton and Gibson, and did some mining themselves. After a short while, the Canadian Government prevented them from going up the Fraser River, and they quit. Early on, Hanson reported bringing out 220 oz. of gold. Before coming West, James Tilton had rented Charlie, his slave, from Edward's sister, Rebecca R. Gibson from Maryland.

The Tiltons and Gibsons were intermarried for generations. Edward probably arrived in Virginia City, Montana by 1866 where he was a crewman for a GLO Surveyor. He and his brother, William, trapped all aver the West until settling on a ranch in Boulder Valley, MT. Edward was a member of the surveying party of Walter DeLacey for NPRR on the Salmon River in 1872. He was a miner in Boulder Valley, Montana in 1880 with his two brothers, Fayette and William, and a farmer there with William in 1900 and 1904. They were all single. Edward died in Boulder, survived by his brother William and a sister back East.

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**Giddings,  
Edward Jr.**

1822-1876

Rep

Ch Clerk

EX

S G

USDS

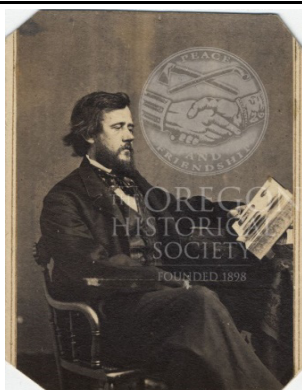
Chief Clerk in the 1861

Washington

Surveyor General's  
Office

to

Contract 137 1872



Born in Niagara County, New York, he served several years in the office of the state controller at Albany, some of it under future President and Whig, Millard Fillmore. Edward went west in 1849, returned in 1850, married, and returned to California until 1853 when he arrived in Olympia. In 1854 he claimed title to the mud flats fronting Olympia, imported a pile driver, and built a 300 ft. wharf for vessels to tie up. It was high and dry at low tide, and by 1883 someone built a wharf one mile out.

Edward was affiliated with McClellan and the Pacific Railroad Survey in late 1853. Giddings was present at the Medicine Hat Treaty negotiations in December, 1854, arriving by canoe with Governor Stevens. In May of 1855, he was a Surety for Jared Hurd and was a "foot soldier" in the 1855 Indian War. Edward was arrested in 1856 for "displaying a firearm and gesturing in a dangerous manner," (not guilty), and in 1859-60 he had debt problems. When Anson Henry became Surveyor General of Washington, Edward was named Chief Clerk.

He travelled to the Nez Perce country to make a map, to Port Angeles for Henry to solve problems with the townsite survey, and produced a map of the progress of surveys in Washington. Olympia elected him as President of the Town Board in 1864. Anson Henry drowned in the sinking of the Brother Jonathan off Crescent City, CA in July, 1865, and Edward was named acting Surveyor General of Washington, at least in title if not pay. Selucius Garfield was appointed Surveyor General in February, 1866 and took office in April. He kept Giddings as Assistant Draftsman in the office and awarded him several contracts.

His first contract was in Klickitat County, along the North shore of the Columbia River, and further North. Lewis P. Beach, an existing Deputy Surveyor was his chainman for half the work. The other half had a completely different crew. Beach would soon serve as campaign manager for Surveyor General Garfield's successful campaign for Congress, and would be Surveyor General himself. Deputy Surveyor Edwin Richardson, who lived nearby in Goldendale, said that he had instructed Giddings and Beach in the field in how to run the solar compass, chain, and run lines in March of 1867. Richardson notarized some of the oaths, and had his own contract of adjacent townships the next year. He said he found a township line that Giddings could not find the previous year. in T3N R16E.

Contract 100 in 1868 was for 6 townships in Horse Heaven Hills. He said there was no timber, and he milled all the posts of red cedar and hauled them to the corners. He received another Contract on the East side in 1868, and then one for 6 townships near Orting on the West side in 1870, and another on the East side in 1871. His last Contract was Contract 137, all on the East side. Surveyor General Lewis Beach approved all the work, but the Commissioner rejected the subdivisions of two townships (T15,16N R31E) as illegal, and withdrew the plats from the land office. (The reason is unknown.) He also ordered an examination of the work in 1874. In 1895 they again were withdrawn but reinstated in 1899. No patents were issued in those townships until 1902. Giddings received the job of assessor of internal revenue sometime in 1871, and there may have been other people on the job.

His wife, Amelia, was a National Officer in the Women's Suffrage movement, and chaired a convention in Olympia in 1871. Edward was appointed Collector of Internal Revenue for Washington, lost it, and then was reappointed in 1875 to the position he held at his death. His wife died as a missionary in San Francisco in 1881. (biography)

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**Giddings,  
Raymond S.**

1868-1919

Comp

Contract 371 (as 1891  
transitman for John  
K. Ashley)

to

no more

Raymond was born in Illinois and soon moved with his family to Nebraska. They moved to Seattle in 1882, and Raymond was a transitman for John K. Ashley on the survey of the Port Angeles townsite in 1891. He was in Seattle working as a printer and lithographer soon thereafter, and then spent four years in San Francisco. Raymond was one of the first to leave for Alaska during the gold rush, and became part owner of the Gertrude mine, a rich one. He spent the summers in Alaska, and at one time was connected with the Alaska Road Commission. IN 1910, he was a printer, living with his parents. He married Sarah Stark in Portland in 1918, moved to a farm in Van Buriem, and died in Seattle in 1919.



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**Gilbert, John****Jacob***1845-1929*

Dr/Clerk

Clerk 1869

to

no more



c. 1883

John was born in Virginia, the son of a farmer and entered the Wilson Academy in Lewinsville in 1860. He then enrolled in Williams College in Massachusetts in 1863 and began with the Coast and Geodetic Survey on June 1, 1864. Somehow he was a part time Clerk, copying field notes, in the Surveyor General's Office of Elisha P. Ferry in Olympia in 1869. The 1870 Census listed him as an employee of the Coast Survey in Port Townsend, WA.

He married Frances Yantis in 1873, the daughter of Judge B. F. Yantis, one of the founders of Olympia. Frances was a three-year-old child when she crossed the Oregon Trail in 1852 with her family. Their only child, a daughter of John and Frances, died in 1875 as an infant. They were in San Francisco in 1880, where John was stationed. He spent from 1888-97 producing detailed topographic maps of all of the San Juan Islands, while maintaining a residence in Olympia. In 1900 they were listed as residents of Olympia, and John was also listed as Captain of the Coast Survey ship, Pathfinder, where he was involved in surveys in Alaska and The Philippines.

John co-authored at least three books on the survey and explorations of the Pacific and Atlantic Coasts by the Coast and Geodetic Survey in 1908. He was Inspector of Hydrography and Topography in Washington, D. C. in 1909, where he was in trouble for on-going friction between himself and his boss, a man he had engaged in a workplace fist fight two years before. Frances died in 1913 in Washington, D. C., and John also died there in 1929, after retiring in 1921. He was the namesake of the survey ship "Gilbert."

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**Gile, Henry  
Smith**

1827-1918

Rep

USDS

Contract 30                    1858

to

Contract 208 (with 1875  
Joseph Whealdon)



Henry Gile was born in Maine and was educated through high school before he ventured to the gold country of California in 1849, via Cape Horn. Together with some friends, they bought a ship, loaded it with goods to sell, and sailed to San Francisco. He lasted two years, earning little, before going on to Oregon City in 1851, where he secured employment on a steamer between Portland and Corvallis for a year.

Henry was a chainman for Robert Elder on his first Contract in 1852. He then signed up with Robert Elder and Kimball Webster as a chainman for their Joint Contract, number 20 (OR), in June 1853. Webster noted Gile as "a very intelligent man." Henry followed that by being a chainman for Elder on Contract 26. The next year, Henry partnered with Elder in Joint Contract 31 in the Umpqua Valley by taking over one crew. Kimball Webster was compassman for Elder, and trained Henry on the compass. In 1854 Gile moved to Chinook, WA, where he managed a fish cannery at Chinook and an oyster farm at Oysterville for many years. Henry mustered into the Volunteers in the Indian War in 1855. He kept up his surveying in Pacific County doing government Contracts, notification surveys, and town plats and served a term as County Surveyor in Pacific County in 1867.

His first Contract in 1858 was for the offset 2nd Standard Parallel West from Cathlamet. At the same time he contracted to survey all the land from Ilwaco to Leadbetter Point and around Willapa Bay. He didn't receive another Contract until 1873 when he surveyed two townships near the Naselle River Estuary. Joseph Whealdon was a chainman on that survey. His last Contract in 1875 was a Joint Contract with Joseph Whealdon for 3 townships along the Eastern shore of Willapa Bay. They both signed the Deputy Surveyor oath. All of Henry's Contracts were in Pacific County near Willapa Bay.

He was a member of the Washington Territorial House of Representatives in 1859, 1867-68, and 1873-74, all from Pacific County. In 1869-75 he was listed as an oyster wholesaler in San Francisco. He moved to Portland in 1883, San Jose California in 1887, and back to Portland to stay in 1890. He invested in the Railroad from Ilwaco to Nahcotta in 1882. Henry merged his oyster business with others in 1887.

Two of the plats he created were of Sealand in 1889 and Chinook in 1897. His son, Albion, graduated from Yale Law School, and his daughter, Eleanor, graduated from Boston Academy. After 1900, Henry was involved in processing prunes and loganberries in Oregon. He was the namesake of Gile's Slough and Gile Lake Northeast of Long Beach, WA, where he had patented property in 1866. His two daughters never married and lived at home. He died in Portland in 1918. (biography) This is the maintained version of this information.

**Gilham, Frank  
Fletcher**

1860-1907

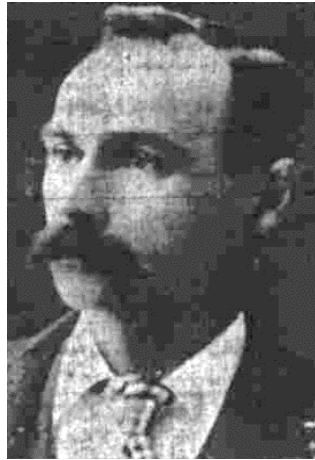
Dem

Citizens

Contract 500 (with 1896  
Augustus Haskell)

to

no more



1907

Frank was born on the family Donation Claim on Mount Tabor, Portland, Oregon. At age 19 he was in charge of a survey party on RR work, and was assistant to Chief Engineer Kennedy of the OR&N for 10 years. One of his projects was the construction of the Clearwater Line. He then had charge of an electric RR up the Clackamas River. Frank laid out and constructed the Oaks Amusement Park on the Willamette, and later he was Chief Engineer for the OWP division of Portland Railway, Light and Power.

Frank formed Haskell and Gilham, Civil Engineers, in Portland in 1892 with Augustus Haskell who was a graduate of Harvard University in 1887. This transitioned to Frank Gilham as Portland City Surveyor and Augustus Haskell as Assistant Surveyor from 1896-98. Frank married his wife, the widow Kate Bonar, in 1893 and petitioned the court to adopt his step-daughter in 1900. In 1900 Frank led a survey team that surveyed possible improvements to navigation on the upper Snake and

Frank was a civil engineer in Portland in 1900 and died there in 1907 of Bright's disease. His only GLO Contract in WA was a Joint one in 1896 with Augustus Haskell that was cancelled because the area was withdrawn to be put in a Forest Reserve. His wife Kate remarried to USDS John R. Hanson just before her death in 1912. John had worked with Frank in many places.

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**Gillette,  
Edward C.**

1826-1902

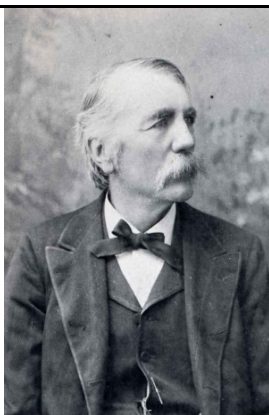
USDS

Claim Contract 9 1859

(May 1859)

to

no more



Edward was a RR engineer and surveyor in Shasta, CA, 1853-1856, County Surveyor 1854-56, and filed a claim on the Susan River. He was a delegate to the Statehood Convention in California in 1856. In 1858, he was a partner of A. M. Poe and George Gift in Whatcom, WA in an engineering business, was San Juan County's first County Surveyor, and in 1859 was a Whatcom County Commissioner.

In 1860 Edward was a Justice of the Peace in the Pig War Era on San Juan, cleaning up the alcohol sales to Indians and keeping law and order. His only survey Contract was to survey 7 DLC's near Sequim and Dungeness in 1859. He was the first permanent settler on Blakely Island, and quit his justice campaign to own a lime mine in 1860 at Roche Harbor. Gillette was in Barkerville, B. C. in 1863-68 as surveyor and mining engineer, and in Elko, Nevada as a surveyor in 1870. He was the owner of the lime mine off and on from 1860-78, and sold his claim on Blakely Island in 1889. In 1887-89 he was Superintendent of Schools for San Juan County. He was a farmer at Myrtle, Idaho in 1900, and filed his final notice for a 20 acre homestead on Cottonwood Creek, not far from there in 1902. Edward died in 1902, running the Post Office at Myrtle. The patent was issued the next year.

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**Godfrey, Albert**

**Nelson**

1854-1920

Rep

USDS

Contract 656

1908

to

Contract 657

1908

(5/12/1908)

Albert, the son of a civil engineer, graduated from Kansas State with a Masters in Civil Engineering in 1879, and married in 1878. He came West after 1885, and worked in the King County Surveying Dept. in 1889, was a deputy county surveyor at Mercer Island in 1890, a civil engineer in King County in 1892, and a clerk in the customs office at Port Townsend in 1899-1900. In 1905 he was an assistant engineer for the City of Port Townsend, and from 1907-1911, Godfrey was Jefferson County Engineer.

Albert received two simultaneous contracts in 1908 for 5 townships. There are only notes for fractional T27N R9E, and he surveyed on that from 1908 to 1910, having had unknown examinations. Resurveys of his work showed it was very good. His three sons and a local settler were his crew. He moved to Wenatchee, WA, in 1911, was an engineer for Chelan County in 1914, and a fruit farmer in Cashmere in 1914, continuing at that until he died there in 1920.

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**Goehring,  
Charles H.**

1837-1909

Dr/Clerk

SES

Clerk

to

Clerk

1889

1893

Born in Pennsylvania, Charles served in the Civil War from that state as a Captain of an independent company, and showed up in Colorado in 1880 as an engineer. He had graduated from college in Pennsylvania in civil engineering. While in Colorado, he created a good sketch of Gunnison City. He worked as an engineer, platter, and U. S. Deputy Surveyor in Colorado. He moved briefly to Spokane in 1888, and then to Olympia, where he garnered a job as a Chief Draftsman in the Surveyor General's Office of Thomas Cavanaugh in 1889. As a Special Examiner of Surveys in 1890, Charles examined several contracts and reported problems faithfully, noting compassmen when found.

In 1891 he was living on a farm with Deputy Surveyor George Schwartz in McLane, WA. He was affectionately known as "Uncle Charley". He continued as Chief Draftsman in the Surveyor General's Office of Thomas Cavanaugh from 1889-91 and of Amos Shaw in 1893. It is of interest that Stixrud and Nasten used him to format their notes to pass muster with the Surveyor General from 1897-99. Charles suffered a stroke in 1898, and was impaired the rest of his life. He took the position of chief draftsman for the Port Angeles Eastern RR in 1899, but had another stroke in June, 1899.

In 1900-01, he was a draftsman in the State Lands Department in Olympia. He was noted as returning to New York from Germany in 1906. Charles died in Olympia in 1909, after being hospitalized for two years following another stroke. He had continued to live with Schwartz. Charles was an accomplished artist, with some local notoriety. He never married, and had no close relatives.

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**Goodell,**

**Nathan**

**Edwards**

1839-1886

Rep

Comp

29 (4/6/1858) (as 1858

Compassman for  
Henry N. Stearns)

to

no more

Nathan was born in Ohio, the son of preacher Jotham Goodell. The family travelled West in 1850-1851 across the Oregon Trail, wintering in Utah. Jotham became the preacher for the church at Claquato, WA, that Henry Stearns kept going for 17 years after Jotham died in 1859. Nathan was a crewman for Henry Stearns from 1857-60 from Chehalis to Olympia. Henry married Mary Goodell in 1863, the widowed sister of Nathan. Nathan had been a compassman for Henry Stearns in 1858 near Grays Harbor. Nathan moved to Forest Grove, OR by 1861 when he married. He leased the farm of his mother at Forest Grove, and operated a general store there until 1874. The family then moved to Empire City, OR, (Coos Bay) and moved back to Forest Grove in 1877.

He was a merchant at Goodell's Landing in Whatcom County, up the Skagit River, selling supplies to the miners from 1879-1881. The first year he bought a sloop and packed in about \$1000 of supplies, but lost money in the end. He gave up in 1881, and called his adventure "a wreck". It is unknown whether his wife and children participated in Goodell's Landing. He is the namesake of Goodell Creek, Goodell Siding, and Goodell Campground at that location. Nathan moved to Astoria in Clatsop County, OR by 1883 and was elected a Justice of the Peace there in 1884. He continued in that capacity until at least 1886, and he died in 1886 in Forest Grove, OR.

His daughter married a District Attorney and future Judge in Astoria in 1888. His wife's adoptive father died in 1888, and she purchased some property that year. She then filed for a 160 acre claim near Seaside in 1889, and proved up on it by herself, teaching school to pay expenses. She died in 1923, but Nathan is not buried with his wife and daughter in Warrenton.

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**Goodsell,  
Charles Henry**

*1877-1940*

Rep

USDMS

Mineral Surveys 1910

to  
more mineral  
surveys after 1910



1897

ID PLS 90. Member AIME. Charles was born the son of a merchant in Minnesota, and moved with his family to Spokane in 1888. His father bought a farm in Sunnyside in 1891, but Charles returned to Spokane. He graduated from WSU in Mining Engineering in 1901, and had played on the WSU football team in 1895. While there he was a founder of the S. C. I. Club, a predecessor to Sigma Nu fraternity on campus, and President of the Athletic Club. After doing post graduate work in the fall of 1901, he was the coach of the second football team.

From 1903-05 he worked as a deputy county surveyor in Whitman County, and in 1902 opened up an assay office at Thunder Mountain with E. D. Timm, an ex-classmate. In 1915 Charles was a Member and the Sergeant of Arms for the Washington House of Representatives. He did a brief tour of duty as a Captain in the Army Engineers from 1918-1919. Charles kept his practice in Spokane, representing mining interests over a large area until at least 1938, serving as head of the Northwest Mining Association in 1928. He surveyed about 160 mining claims in Washington alone, and many more in Idaho from 1908-1940. His son, Barclay, followed as a surveyor and mining engineer. Charles was short and stout, with blue eyes and blond hair. He died in Spokane.

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**Gordon, Scott  
Elliott**

1888-1968

USDS

Contract 670            1909

to

Contract 671            1909



1921

OR PE 190. Born in Wasco County, Oregon, Gordon attended three years of high school, and was awarded his Oregon Contract for one township up the Clackamas River in 1908 at age 21. he was examined three times by J. Scott Harrison. His Contract in Washington was confined to T9N R4E just West of Mt. St. Helens on the North Fork of the Toutle River, and it was completed in 1909. He was examined three times by three different examiners. Scott was an engineer working for the SPRR in Portland in 1910 and 1920 and moved to Meadow Lake, California as a Roadmaster for the RR in 1923.

Scott was drafted in 1918 and briefly served in the Army. He was still working for the RR in Oakland in 1942. His wife died in Alameda in 1953, and he remarried there in 1964 to Emma Wuelzer. He remained in Alameda until he died. Scott was 6' 1" and 180 lbs. with blue eyes and brown hair. See WA GLO Surveyors for the maintained version of this information.

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**Gosslin,  
William George**

1862-1925

USDS

Contract 336            1889

to

no more



1920

Born in England, he came to the US to Philadelphia with his parents in 1868 and became a citizen in 1906. He graduated from the University of Pennsylvania as a Civil Engineer, and in 1884 was in St. Paul, Minnesota with NPRR. He worked in St. Paul for NPRR until 1889 when he was promoted to Head of the Right of Way Department with offices in Tacoma. He was forced to step down from that position in 1895, due to his outside interests.



He soon joined with A. B. Hammond in building the Astoria and Columbia River RR, in developing Eureka, and representing Hammond Lumber Company. William was an engineer in Tacoma in 1889, part of the engineering company of Gosslin and Jenkins in Tacoma and Cowlitz County in 1890, and President of Pacific Supply Co. in 1891. He was approved for Contract 336 for 4 townships on both the East and West sides, but a year after he was authorized to proceed, it was canceled by the Commissioner, probably because of inactivity. Along with Jenkins, he acquired a patent to a photographic process in 1892. He married Marthena Kerr in Helena, Montana in 1895. In the interest of his employer, A. B. Hammond, he took an interest in speculating on federal lands, receiving patents to more than 200 parcels in Washington, Oregon, California, and Montana.

He was indicted in 1899 in the Oregon Land Frauds Cases for conspiracy to defraud the government by lining up phony entrymen at Tillamook, so he could trade their claims for script for valuable timberland. He did this on behalf of his boss, timber industry executive, A. B. Hammond of Hammond Lumber Co. The case went to trial in 1905, and the charges were dismissed by prosecuting attorney Hall in 1908, who was complicit. When the O & C RR forfeited its Land Grant, William lost 8500 acres in Lane County he had purchased from them illegally. Gosslin appealed some decisions to Federal Court, and sought relief from the U. S. Congress. He lived in Portland from 1900 until he died there in 1925. He was appointed to the State Board of Immigration Commissioners in 1907. He and Marthena, traveled to Cuba in 1920 and Hawaii in 1922. He was 5' 7" tall.

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**Gradon,  
Herman Davis**

1855-1928

Rep

USDS

Contract 319            1885

to

Idaho Contract 173    1896  
(5/25/1896)



Herman was born in Portland, and graduated from high school there in 1876. At 16 he was on the crew of U. S. Deputy Surveyor George S. Pershin in Oregon. Herman was a compassman for George Mercer in 1878 for the 3rd Standard Parallel to the Coast, and for the exteriors of four townships.

Herman had two Joint Contracts in Oregon in 1881-82 with Ewing Henderson first, and then Bamford Robb second, for a total of 31 townships. In addition, he surveyed three Contracts on his own 1881-82 for 27 townships near John Day, Baker and LaGrande. He began surveying in Idaho in 1883 with Contract 97 for 36 miles of the Boise Meridian, four Standard Parallels, and a Guide Meridian. This was shortly followed by Contract 99 for 14 townships on the Palouse River. Herman received four Contracts in Eastern Oregon for 25 townships on his own in 1884. His Washington Contract for 21 townships in 1885 was cancelled, along with most others, in the aftermath of the Benson Syndicate scandals because of special deposits. Herman



Herman worked in engineering partnerships for a period: as part of Gradon and Angel out of Portland in 1888; Gradon and McQuinn (USDS John McQuinn) from 1889-1891; and Gradon and Oliver (USDS Emery Oliver) from 1893-1894. His last Contract in Oregon was a Joint Contract on the West side with Henry Chandler in 1892, which was examined and rejected. They corrected it and it was later approved.

Herman began surveying a long list of Contracts in Idaho in 1896, lasting until 1905. Contract 173 was for 20 townships Northwest of Lake Pend Oreille, and Contract 180 in 1897 was for 15 townships East of Lewiston. There were seven more Contracts, some as Joint Contracts with James H. Robb, Howard S. Wilson, Walter A. Bradley, and Harold A Rands. These were for 89 townships in Western Idaho. One was paid for by NPRR Deposits. Many were examined with no notations of negative results. It was reported that Herman was a poor surveyor, but again, all of his Contracts were obtained by bidding. Minnie died in 1897, and Herman married Dorothea Grethe in Vancouver, Washington in 1898.

From 1893-1896 he was elected the Supt. of Streets (City Engineer) in Portland as a Republican, but declined to run again as he was awarded survey Contracts in Idaho. Early in his term, he was sued for a sewer trench cave-in that killed a child. The contractor had no assets, so the father sued Herman, winning a judgement. They then went after his furniture and tried to garnish his city salary, which was not permitted.

Herman was the City Engineer of Vancouver, Washington in 1900, surveying in Idaho in 1901, and living at Mt. Tabor, OR in 1900-03 as a surveyor. He followed his former partner, Emery Oliver to California in 1905, where Oliver was Division Engineer for the Western Pacific RR. Herman worked out of Oroville and on the Feather River until 1910, where he worked for Oliver in engineering until 1915. He then became an engineer for the Natomas Reclamation District until at least 1923. He was in San Francisco as a civil engineer in 1927. His wife was a widow in San Francisco in 1931. He died in Marin County, CA. (biography) See OR GLO Surveyors for the maintained version of this information.

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**Graham,  
Stephen Albert**

1849-1926

USDS

Contract 351 (from 1890  
Special Deposits)

to  
no more

Stephen was born in Ontario, Canada and came to the United States in 1870, married Emma Butts in 1872, and spent the next ten years in Michigan, at least part of it as the foreman of a logging camp. By 1889 he was in Seattle as a land locator and timber cruiser. He received Contract 351 in 1890 for one township in Northwest Clallam County. His Contract was examined by Leonidas Haskell in early 1892, who reported that it had to be resurveyed and that Lewis D. W. Shelton had acted as compassman. Graham said OK, but in June he broke his leg in Foss River and asked for an extension. The survey was finished by Graham in his own person in late 1892, examined by Emery Hermans in December, 1892, and approved in 1893.

Stephen patented 160 acres between Hoodspout and Lake Cushman in 1893 by cash sale. He remained in Seattle as a timber cruiser from 1900-1910, retired by 1920, and died in Seattle in 1926. Three of his four children had died between 1897 and 1899 as young adults. One had diabetes, one had TB, and the third fell from a streetcar.

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**Graves,  
Edward  
Bertram**

1861-1939

Dr/Clerk

Clerk

to  
no more

1897



1921

Edward was born in the District of Columbia, graduated from Cornell in 1897, and worked as a draftsman in the Surveyor General's Office of William P. Watson in the same year. He continued into the regimes of Surveyor Generals William McMicken and Edward Kingsburg until at least 1907. Edward was a banker in New York City in 1918, lived in Garden City, New York in 1930-40, and died in Patchogue, New York in 1945.

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**Gray, Albert  
Howard**

1861-1939

USDS

Contract 352

to

Contract 356

1891

1891

Albert grew up on a farm in Linn County, OR and was still there at age 19 in 1880. From 1882-88 he lived in Whitman County, WA as a farmer, and married local girl, Laura Belle Strange. He worked for Ashley and Clarke in Spokane in 1889, was a deputy county surveyor in Spokane in 1892, and graduated to Spokane County Surveyor in 1893, replacing John K. Ashley. Albert received Contract 352 for four townships adjacent to the Columbia River East of Grand Coulee in early 1891, and surveyed it that year.

Despite hounding from the Surveyor General, he did not turn the notes of the survey in until June of 1893. The excuse was that they were taken to Mr. Ashley's office and were not ready yet. They were returned for corrections, and again submitted to the Surveyor General on New Years Eve. There was apparently no exam and the Contract was approved in July of 1894 with a 22% deduction in pay for being late.

Future USDS Irving Worthington was a chainman, and J. O. Ashley, brother of John and Eli, was axman. Irving was a chainman for John Ashley nearby in 1891. Albert, Irving, Eli M. Ashley of Benson connections, Ed Hooker and Dekalb Ashley were all deputy county surveyors in the Spokane office of John Ashley in 1891-92. Harry A. Clarke, the Benson Syndicate Attorney in Washington, was the engineering partner of John Ashley in Spokane in 1891, and a personal friend of Surveyor General Thomas Cavanaugh. All except for Eli and Harry had Contracts in 1891-92 in Northern Washington, and struggled with exams. Cavanaugh resigned in June 1892, and was replaced by fellow Republican Amos Shaw. Albert was County Surveyor of Spokane County from 1893-94.

The second Contract of Albert was in 1891 also, and followed much the same saga, except for no well-known crew members other than William Worthington, a chainman and brother of Irving and the same J. O. Ashley. The notes were turned in during February 1893, and an exam noted errors to be corrected in one of the townships. The corrections were turned in on Christmas, and the survey was approved the next April with a 5% deduction for being late. Gray moved on to Montana as an engineer on the Blackfoot Indian Reservation in 1900, then as a contractor in a mine in Missoula in 1910, where he and his family escaped the forest fire at Saltese, Montana in 1910.

Albert and his family were listed as lodgers in a large house in 1910, with a William Conover listed on the next line as a lodger. By 1920 Albert was single and listed as a laborer on the tracks for the RR in Lincoln, Montana, and Laura had divorced him and married William Conover. Albert was a gold miner in Baker City, OR in 1930. Laura is buried in her home town of Oakesdale, Washington. Albert moved to Seattle, where his daughter may have lived, and died there in 1939 in a nursing home.

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**Greenwalt,  
David Benton**

1860-1915

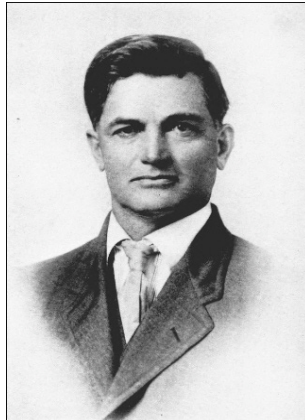
Rep

Comp

Contract 326 (as 1886  
Compassman for  
Joseph M. Snow)

to

no more



David was born the son of a farmer in Illinois, and followed his family to California in 1870, then to Jackson County, Oregon, and finally to Ahtanum, Washington in 1881. He was a surveyor in his younger years, surveying from Yakima to Chelan before enrolling in Empire Business College at Walla Walla. In 1887 he became a compassman for Joseph Snow for one township East of Rock Island, and another at Ephrata.

They were examined in 1887 with the exteriors being approved, but the subdivisions of T22N R22E were rejected because the closures were slightly out of tolerances. Joseph appealed with a letter, but had to redo the township in 1890, getting approval in 1891. David married school teacher Mary Crosno in 1892, and upon the passing of her father, they moved onto that homestead at Ahtanum. They raised hay, grain, and Holstein cattle until David died there in 1915. (biography)

---

**Grimm, Samuel  
Edwin**

1859-1942

Comp

Contract 466 (as 1895  
compassman for  
Oliver O. Ort)

to

no more



Samuel was born in Pennsylvania and graduated from the Freeburg Academy, where he later taught. He married his wife, Frances Ort, in 1883, and in 1889 he traveled to Centralia, Washington with his brother, Huber, and his brother-in-law, Oliver Ort, to scout out the area. He returned in 1890, and all of the family moved to Centralia in 1891. He immediately formed a partnership with Oliver in surveying and civil engineering.

From 1889-1894, Samuel and Oliver surveyed 32 subdivision plats in Lewis County during the real estate boom that preceded the Panic of 1893. From 1893-98, they surveyed Government Contracts in Western Washington. There is no hard evidence that Samuel was a compassman except for the following: 1). Forest Engineer John Markham, in his autobiography, noted Oliver Ort, Caleb Berry, and Samuel Grimm as GLO surveyors from Centralia. 2). Samuel's biography noted that he "did government surveying on the Olympic Peninsula when it was a wilderness." 3). Samuel was the engineering partner of Oliver during the time that Oliver surveyed several Contracts. 4). Samuel was competent to run a crew himself, and is noted as a chainman in two of the Contracts, and for T16N R6W, the newspaper reported 2 more crewmen than were reported in the notes.

During that time, Oliver surveyed Contract 401 for one township West of Oakville in 1892, Contract 435 for one township at Mineral, Contract 466 for 3 townships Southeast of Lake Quinault, Contract 499 for one township 15 miles East of Centralia, and Contract 515 in 1897 for 2 fractional townships at Randle and 2 townships West of Lake Quinault. Oliver and Samuel were engineering partners throughout this time. Samuel was elected Lewis County Assessor from 1898-1902 and Lewis County Treasurer from 1902-1906, and the surveys in Contract 515 missed his presence. He participated with the Ort/Grimm family farm of 220 acres in the Hannaford Valley, until he moved to town for a time in 1902. He surveyed 2 subdivisions in Lewis County in 1908.

All three of Samuel's sons graduated from the University of Washington, where they were all-star athletes. Warren Grimm served in World War I as a Lieutenant. When he was leading the Veteran's Day Parade in Centralia in 1919, he was shot and killed by the Wobblies, along with several other townspeople. A group of vigilantes stormed the jail and took the lead killer, Wesley Everest, castrated him and hung him from a bridge over the Chehalis River at Mellen Street, later known as "hangman's bridge." He was then shot several times. The sheriff retrieved the corpse the next morning and laid it out on the jail floor for the other Wobblies to see. Six more IWW men were sentenced to 25 years in prison, but Franklin Roosevelt freed them after 10 years. Warren left a wife and baby daughter.

His wife was a librarian and a graduate of the University of Washington, never remarried, and went on to become a noted National Librarian for the American Legion. Samuel and Oliver Ort had purchased a 220 acre farm just outside Centralia, and they lived there until at least 1910, except for a brief period when Samuel lived in Chehalis. By 1920 Samuel and Oliver lived next to each other at 303 and 307 M St. in Centralia, where they stayed until they died. Their unmarried daughters continued living there after that.

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**Guernsey,  
Frank Ward**

1850-1924

Rep

Special Instructions 1909

to

no more

Frank was born in Wisconsin, the son of an Insurance Agent. He was still living there in 1870 with his family, Graduated from the University of Michigan in 1873 with a BS in Civil Engineering, and married Esther Stebbins in 1876. They moved to Iowa by 1873 where Frank was County Surveyor 1873-81 and Superintendent of Schools 1878-80, and then to Dayton, Washington by 1889, where a brother was living. His brother was a banker, and the first job of Frank in Dayton was that of Cashier of the bank, where his brother was Vice President, from 1890-98. Frank was Columbia County Treasurer in 1898, and County Engineer from 1907-11, 14-17, and 20-21. Frank was listed as a civil engineer in general practice in 1920 in Dayton and died at Portland in 1924.

Three settlers hired him to do their Homestead Entry Surveys in the National Forest outside of Dayton, and he received Special Instruction from the Surveyor General in 1909. When the Commissioner in D. C. saw the results, he suspended the survey and debarred Frank from government surveys for life. The Washington Surveyor General, Edward Kingsburg pleaded to give Frank another chance, but the Commissioner said no. Further pleas from Kingsburg prevailed, and the Commissioner issued Special Supplemental Instructions to do a new survey. Frank refused to cooperate, and the settlers hired another surveyor for the HES surveys.

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**Haas, Nathan**

1874-1911

USDMS

Mineral Survey

1910

to

Mineral Survey

1910

Nathan was born in Michigan of Jewish Austrian immigrants and graduated as a Mining Engineer from Michigan School of Mines in 1898. His brother was Jacob Cleveland Haas, was a well known Mining Engineer and businessman in Spokane after 1900. Nathan came to Spokane in about 1902. He served as chemist or mining engineer at the following assignments: Quincy Copper Mine in Michigan; Arlington and Speculator Mines in Slocan, B. C.; the Snowshoe Mine, Libby, Montana; the Rogue River, the Blue Ledge and the Wolverine & Western in Oregon; and the Ruby Mine at Loomis, Washington.

He formed the firm of Haas and Rea in Spokane in 1908, and in the same year he was in Coeur d' Alene, ID. He was listed both in Spokane and Orogrande, ID in 1910 as a mining engineer. Nathan travelled extensively in Oregon, Idaho and Washington as a consulting engineer and superintendent of mines. In 1911, he moved back to Cleveland before accepting a position in Ontario. He met with a tragic end when he was trying to escape the New Ontario Mining District forest fires in Ontario, Canada in July, 1911 when his canoe overturned in Porcupine Lake because of the 80-mile-per-hour winds from the fire, and he drowned, adding to the 300 other deaths in that fire. He had started to leave three times, but stayed when the fires were checked. His body was recovered by a brother a week later. He had been working for the Blue Ledge mine.

---

**Hadsall, Joseph  
Canby**

1873-1911

Rep  
Dr/Clerk  
Clerk

1903

to  
no more

Assoc. Member ASCE. Born in West Virginia, Joseph graduated from the Normal School at Bethany, West Virginia, and then attended Columbian University in Washington, D. C. from 1898-1900 in Architecture and Civil Engineering. He won one of the prizes for his grades. This was followed by his self employment in engineering in West Virginia, and by office and field work for South Penn Oil Company. From 1898-1902 he was in Washington, D. C. as a Clerk in the Treasury Department, and at the same time he pursued his painting and photography, specializing in feminine beauty.

He received a prize in 1899 for artistic work, copyrighted a photograph in 1900, and held an exhibit of his painting of Cleopatra. In 1902 he was appointed City Councilman for Kensington, Maryland, but resigned in October to move to North Carolina for health reasons. He married Frances Luttrell of Tennessee in June of 1902.

By 1903, Joseph was a Clerk in the Surveyor General's Office of Edward Kingsbury in Olympia. He requested and was granted a transfer to the Cheyenne, Wyoming Surveyor General's Office in September of 1905 for health reasons. From 1905-11 he worked for the Wyoming Development Company and the Wheatland Industrial commission on irrigation projects. He also did municipal engineering for the City of Wheatland. He died in 1911 at Wheatland of T. B. (biography)

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**Haig, Robert  
Wolseley**

1830-1872

Astr

Special Instructions 1857

to

no more



Born in Scotland, Robert was named Chief Astronomer for the British Team for the Northwest Boundary Commission in 1857 for the Survey of the North Boundary of Washington, Idaho and Montana. He left the field when the work was done on the ground. in 1862.

Robert was a Captain in the Royal Artillery when appointed to the Boundary Commission in 1857 and was promoted to Major in 1870. Robert married Maria Georgia Brown in Greenwich, England in 1864, and they had 5 children, two of which died as babies. He was elected into the Royal Society in 1867, and later named a Fellow. Robert died in Woolwich, England in 1872 at age 42, and he is the namesake of Haig Lake, Haig Glacier, and Mount Haig in the Rocky Mountains in Southern Alberta.

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**Hall, John K.**

1828-1861

Dem

Rep

Dr/Clerk

USDS

Ch Clerk

Contract 13

to

Chief Clerk

1855

1859

John Hall was born in Indiana and started as a Clerk in James Tilton's office in 1855. He was awarded Contracts 13 & 16 in 1855 to extend the new Puget Sound Meridian from the 6th Standard Parallel north to the 7th Standard Parallel and then to run the 7th Standard Parallel West to the Sound. By the time he finished, Tilton had been ordered to make it a Guide Meridian instead, and Hall had to go back and change the scribing on the posts and trees, which he did in 1856. Sometime between 1856 and 1861, John was appointed Chief Clerk for James Tilton, serving until he died in 1861. Anson Henry attempted to bribe him with an appointment as Chief Clerk in Anson's anticipated regime in exchange for forgiving Anson of his problems in his survey Contract, but John refused.

His survey of the 7th Standard Parallel North extended it from the Guide Meridian West across Possession Sound to Whidbey Island and then Across Useless Bay to Admiralty Inlet. Still in 1855, and with the same crew, he then surveyed the South 12 miles of Whidbey Island into townships and sections. Future U. S. Deputy Surveyor James Stewart was a chainman.



John was head of the IOOF Lodge in Washington and kept weather records for Olympia in 1861. His wife died in Victoria on May 8, 1861, and John also died 2 weeks later on Vancouver Island (Olympia?) on May 23, 1861, leaving an orphaned 2 year old daughter named Helen J. ("Ella"). So far, he cannot be identified in the censuses. By report, he was the older brother of Walter B. Hall, and it appears that there was some kind of familial relationship. Ella was adopted by a neighbor, C. A. Doyle, and raised in Washington. She was the next door neighbor to Walter Hall in 1880, and married an attorney and postal inspector in Seattle. They raised three children that were well educated.

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**Hall, Walter  
Buell**

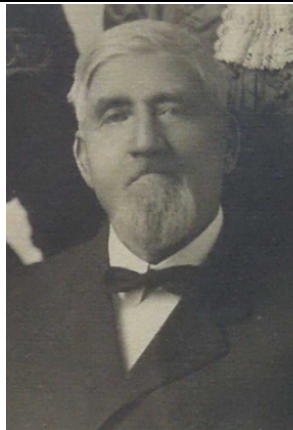
1832-1919

USDS

Contract 111            1870

to

Special Instructions 1877  
(8/31/1877)



Walter was born and raised on a prosperous farm in Indiana and married Sarah E. Crane in Iowa in 1853. In 1860 he was a District Clerk in Iowa. He and his family were in Seattle by 1870, from which he surveyed several Contracts. For Contract 167 on the 7th Standard Parallel, he used future U. S. Deputy Surveyors, William Jameson and Ignatius Navarre, as chainmen.

His seven Contracts ranged from 1870-1877, and were in the King and Snohomish County area. He was Seattle City Engineer 1873-75 and King County Surveyor 1875-77. He was charged with unlawful timber cutting by the United States in 1879, and his wife filed for divorce in 1884, but they were still married a short time later. Walter continued a practice of surveying and civil engineering in Seattle until retiring before 1900. In both 1900 and 1910, he was living with his daughter Emma in Seattle, and died in Bellevue in 1919, still living with his daughter, after Sarah had died in 1907. In 1880 he was living next door to Ella Hall, the orphaned daughter of his reported older brother, John K. Hall.

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**Hammond,  
Albert Ernest**

1855-1925

Comp

USDS

Contract 272 (as 1881

to

no more



Albert was born in Indiana, attended college at DePauw University, and then joined his family in Yankton, Dakota Territory, where he pursued engineering work. He followed his family to Ashland, Oregon in the early 1880's where he taught school before working on the O&C RR under John Hurlburt, an Oregon GLO surveyor and father of Thomas Hurlburt. He followed John Hurlburt to the NPRR construction on Stampede Pass in WA, and then surveyed for NP in Montana.

Albert was a chainman for Dudley Henry in 1881 at Enumclaw and a compassman near Raymond. He received Oregon Contract 527 in 1886 for 8 townships in South Central Oregon, and an exam by H. B. Martin said the work was well done. He married a widow with two children in San Francisco in 1889. He then moved to Portland in 1889, where he worked for many years on streetcar RR's, the RR to Astoria, and the RR's to Shaniko and up the Deschutes in 1900-02. In 1900 he was sued by investors as a Director for the RR, alleging that he was also a contractor for the grading at twice the going rate. He was the Multnomah County Surveyor from 1894-1897.

Albert surveyed for two months on the RR to Goldendale in 1899 for the developer of the Columbia Southern RR in Wasco county. He was the engineer for the Portage RR around Celilo in 1902. His Contract in 1895 near Stevenson was inspected, and he was ordered to redo it. But he refused, and the Contract was rejected and reissued to the Gesners. The rejected plats are in the archives at NARA in Washington, D. C. Another Contract in Oregon in 1895 for one township in the Cascades was examined by T. R. Hinsdale, suspended, and later approved.

Albert was campaign chairman for Thomas Hurlburt for Multnomah County Sheriff in 1914. Governor Chamberlin appointed him State Engineer, and he was involved in the irrigation projects around Bend, OR. He surveyed a short RR from Toledo to Dundan Bridge in 1918. Albert retired to California in 1918, and died there in 1925. The photo and personal notes are from Joan Cain. (biography) See OR GLO Surveyors for the maintained version of this information.

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**Hammond,  
Thomas Murry  
Jr.**

*1859-1914*

Rep

USDS

USDMS

Contract 462 (with 1895  
Nicholas Fortman)

to

Mineral Surveys 1906

Thomas was the son of a very early (1852) pioneer at Port Townsend. He was Jefferson Co. Surveyor 1888-1893 and County Treasurer 1893-1894. He formed a partnership with Nicholas Fortman in Port Townsend first, and then in Republic, from 1895-1906. He was Republic City Surveyor in 1902, and ran against Fortman in the County Surveyor race in Ferry County in 1904 and both claim they won, although Thomas resigned the position in 1906. They surveyed three Contracts from 1895-97, all between Port Townsend and the Pacific Ocean. Contract 462 was next to both the Makah and Ozette Reservations and was not inspected in the field. A township at the South end of Ozette Lake in Contract 470 was surveyed, but another at Hurricane Ridge was not because it was too mountainous.

Contract 489 in 1895 for two townships around the Hoh Reservation, which was surveyed by Hammond, was inspected. Corrections in the field were required, and the Contract was not approved until 1900. Thomas received Contract 595 on his own in 1903 for 6 townships between Lake Quinault and the Clearwater River. It was inspected by M. P. McCoy with no problems.

Thomas is most known as a Mineral Surveyor, surveying at least 229 Claims in Washington out of Republic between 1897 and 1906. Future USDMS Herman Neville was a crewman in 1897-98, and after that until 1904, Hi partner Nicholas Fortman was on the crew much of the time. Nicholas never surveyed a Claim on his own, but did win as Ferry County Surveyor in 1902 against Thomas. Thomas also owned mining interests in Washington and Nevada and was a civil engineer in Paso Robles, CA in 1910. He was also prospecting in the Olympics in 1910, and served as acting City Engineer of Port Townsend in 1913. Thomas never married and died in Port Townsend in 1914 while out in the woods. (biography)

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**Hanson, John****Rudolph**

1853-1923

USDS

Contract 537

to

no more

1898

OR PE 21. John was born in Sharpsburg, Norway and graduated from Horton Polytechnic in 1873 with high honors. He came to the U. S. from Norway in 1875, first working in a drug store in Minneapolis, and then for an architect in Chicago. He soon came to Washington where he created a beautiful map of Eastern Washington for Eastwick, Morris Co. in 1878. In 1879 he was the topographer for David D. Clarke on his RR survey from Priest Rapids to Yakima. He was the chief draftsman for NPRR for the RR from Spokane to Walla Walla. By 1881 John was drawing maps as head of the drafting department under Hans Thielson of the Oregon Railway and Navigation Co, and married his first wife Elizabeth.

In 1891 he was a draftsman and an engineer in East Portland, and was City Engineer or Assistant City Engineer of Portland, OR from 1898 to 1920. His Contract 537 near Conconully in Okanogan County took from 1898-1902, mostly because he had to wait for Christian Andersen to receive approval for the township boundary, and he had to make some corrections to the notes. His son, Lindon, was a chainman on the contract. John may have had a sideline, for there was a "Hanson Map and Blueprint Co." in Portland in 1912. His first wife died in 1908, and he remarried to Kate Gilham, the widow of friend and USDS Frank Gilham just before she died in 1912. He remarried again to his third wife, Hilda in 1916 and died in Chicago in 1923 after an operation for throat cancer. (biography)

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**Hardenbrook,****Ralph Wilson****"Rafe"**

1865-1917

USDS

Contract 523 (with 1897

John McQuinn)

to

no more

Ralph was born in Oregon and lived with his parents in Elkton, Douglas County, OR in 1880. He roomed and boarded in Portland, working in timberlands in 1891, and as a timber cruiser in 1895 and 1897. He took on a Joint Contract with John McQuinn East of Walla Walla in 1897. Ralph was a chainman, and after the survey was ready for examination in 1898, they both were already in Alaska for the gold rush. An attorney handled their affairs by hiring David P. Thompson to do the corrections to the notes necessary for the survey to be approved in 1899.

Ralph was a roomer in Portland, listed as a prospector in 1900, and showed up as a miner in the Dawson City census in 1901 where he owned a gold claim at Bonanza Creek. He roomed with John McQuinn and his wife in 1910, again as a prospector. He married his wife Jean after 1910, and lived in Ketchikan, Alaska until he died there in 1917. He is buried beside his wife Jean in Greenwood Cemetery in Portland.

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**Harris, Joseph  
Smith**

1836- 1910

Astr

Special Instructions 1857  
from the

Department of

to

no more



Born in Pennsylvania, the son of a physician, the family suffered a setback when Joseph's father died when Joseph was halfway through high school. He finished with his brother in three years in 1853, near the top of his class, and both brothers went to work for the U. S. Coast Survey to support the family. Joseph had already been a topographer for the Northern Pennsylvania Railroad.

In 1857, Joseph left the Coast Survey and was appointed an Astronomer and Surveyor for the Northwest Boundary Commission. The appointment was actually as assistant surgeon and naturalist, for which he had no training. He assumed the duties of one of the astronomers until 1861 and worked on the reports after that. Joseph married Delia Silliman Brodhead in 1865, and they had five children. She died in 1880 leaving 5 children, the oldest being 14 years old. Joseph remarried to Emily Eliza Potts in 1882, an old friend who would take care of his children.

Joseph assisted in the reduction of Forts Jackson and St. Phillips on the Mississippi River; 1893-96 Receiver and President Philadelphia and Reading Ry; 1896-1901, President Philadelphia and Reading Ry Co.; author of various genealogical works; and trustee, University of Pennsylvania. he is the namesake of Harris Glacier in Glacier National Park.

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**Harrison,  
Edward P.**

1858-1909

USDMS

Mineral Survey 1899

to  
Mineral Survey 1908

Idaho PLS 49. Edward was born the son of a minister and was educated in Cincinnati, OH until 1879. Three of his older brothers were engineers in 1870, living at home with their widowed mother. He was a rodman in 1878 and a clerk in 1879. In that year he moved to Carbondale, IL to be an engineer on the St. Louis Central RR with his brother Zeph. Starting in 1883, he spent 7 years in San Francisco and Los Angeles in the publishing business. Edward then moved to Spokane via Kittitas County, WA, and Caldwell, Idaho, where he married. From Spokane he engaged in engineering and surveying until his death there in 1909.

He was a Mineral Surveyor for the GLO in both Washington and Montana, and was surveying for the USGS in the Black Hills of the Dakotas in 1898. Edward worked for the City of Spokane Water Works for 5 years, and did subdivision plats in many counties in Eastern Washington. His wife was a domestic servant for a family in Richmond California in 1920. (biography)

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**Harrison, John  
Scott "Scott"**

1867-1951

Rep

SES

Special Instructions 1908

to

no more



1930

Scott was born in Kansas, the son of an attorney/civil engineer. He completed the schools in Mound City, KS, and then was tutored by his father, who had attended West Point and graduated from Cincinnati University. After that Scott read law for two years, but chose not to follow that profession. Scott was the great grandson of William Henry Harrison, President of the United States, and the cousin of Benjamin Harrison, another President of the United States. He followed civil engineering in Kansas and Oklahoma, and from 1895-99 was employed by USGS in Oklahoma and the Dakotas. From 1900-1910 Scott worked for the Washington, D. C. office of the GLO doing inspection surveys in the West, including a 1903 exam of the boundary of Yellowstone Park and 42 Exams in Oregon.

He lived in Montana much of that time, and married there in 1903. Scott was a Special Examiner in Washington and Oregon 1908-1910, and was in Kansas in 1910. He performed 8 Exams in Washington in 1908. He was named the Assistant Supervisor of Surveys for Montana (head) in Helena in 1910, in which capacity he stayed until he retired in 1937. At that time the office was moved to Boise. He lived at 801 Holter Street. His wife died in 1939, he died in 1951, and they are buried in Helena. (biography) See OR GLO Surveyors for the maintained version of this information.

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**Haskell,  
Augustus Story**

1866-1949

USDS

Contract 500 (with 1896  
Frank Gilham)

to

no more

Augustus was born in Salem, Massachusetts, the son of a Clergyman, and attended Harvard from 1885-1888, graduating from the Lawrence Scientific School, with a degree in C. E., in 1888. He worked for the UPRR 1888-90 in Cheyenne, WY, Colfax, WA and Portland, OR as an engineer and roadmaster. Augustus married Nina Albee in Boston in 1890, and had two children by her from 1890-92. He was in Portland, OR from 1890-1898 as a civil engineer and surveyor, forming Gilham and Haskell, Civil Engineers, in Portland in 1894. This transitioned to Frank Gilham, Portland City Surveyor and Augustus Haskell Assistant City Surveyor in 1896.

He received an Oregon Joint Contract with Samuel Lackland in 1896 in the Southern Coast Range, but did not do any of that survey. They were examined in 1897 by David Kinnaird and in 1901 by W. H. Byars, and had to use a compassman to do corrections in 1901. His Joint Contract with Frank Gilham in 1896 in WA was cancelled because the land was put into a Forest Reserve in the Olympics.

Haskell worked as a civil engineer in Shasta, CA by 1900, where he was a superintendent at a copper mine. He was a widower in Alameda in 1910 living with his one remaining daughter, with Nina and their oldest daughter, Edith, both having died in 1908 at Shasta. He was a civil engineer in San Francisco in 1920 and had remarried to Stella Priest. In 1930 he was an attendant at a museum in Gardena, CA, where he had lived since 1923. He is no relation to Leonidas Haskell. (biography) See OR GLO Surveyors for the maintained version of this information.

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**Haskell,  
Leonidas K. Jr.  
"Leon"**

1862-1942

SES

Special Instructions 1891  
(12/10/1891)

to

Special Instructions 1892  
(1/5/1892)

His father, Leonidas, Sr., was a Major and Aide de Camp to General Fremont in the Civil War, and was accused of profiteering on supplies. He had also been a merchant and political trickster in California in the 1850's, serving as an aide to U. S. Senator Broderick in his duel with Judge Terry in San Francisco in 1859 over slavery in California. The Senator died from his wounds in Haskell's house, and both Sr. and Jr. named a son Broderick. Leonidas, Jr. was born in that house at Fort Mason.

Leonidas Sr. and his family returned to Gloucester, MA after the war, and were still there in 1880, where Leon was a Clerk after attending four years of high school. His sister and her husband were wealthy investors in Tacoma in the 1880's and Leon probably followed them there. He married Rachael Barrett in Tacoma in 1890, and all of Jr.'s children were born in Washington State in the 1890's.

There is no mention of any surveying or engineering in his work history except his appointment as a Special Examiner of Surveys in about 1891. He inspected Contract 351 of Stephen Graham and Contract 354 of Byron Majors. The first by Stephen Graham was suspended, and Leon noted that L. Shelton acted as compassman, and the second by Byron Majors was approved. Leon remained in Tacoma as: a grocer in 1900; a deputy food inspector in 1903; a salesman of wholesale meat in 1910; a popcorn manufacturer in 1912; a candymaker in 1920; a clerk in 1930; and a tender of the vault in a bank in 1940. He died in 1942 in Tacoma and is no relation to Augustus Haskell.

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**Hauschild,  
Otho Orlando**

1879-1942

Dem

USDS

Contract 596            1903  
                                 to  
no more



Otho was born in Kansas, and came to Vancouver, WA in 1881 with his family as a child. After a few months they moved to Ritzville, WA, which at that time was awaiting the anticipated GNRR. They then purchased a farm just South of town, at the site of the present freeway interchange, and grew wheat. His father, Theodore Hauschild, was born in Germany and educated as a civil engineer at Rensselaer Institute in Troy, New York.

Theodore was elected Adams County Surveyor for 3 terms. Otho succeeded his father as County Surveyor of Adams County in 1904, 1906, and 1912. Otho received Contract 596 in 1903 at Quincy by bid, and was inspected by M. P. McCoy. He failed to survey the South boundary of his township correctly, causing all of his survey to be wrong. Somehow he was unable to correct his survey of T20N R24E in 1904, and his father, as surety who had pledged his farm as collateral, had to hire Dudley Henry to redo the work.

Otho suffered a severe stroke or brain aneurysm before 1920 and spent the rest of his life in the Masonic Home in Des Moines, WA, although he was living with his mother in 1920 in Ritzville. In 1920 his two sons were in an orphanage, and his wife was a wiper in a RR switchyard in Spokane. They were divorced, and she married a brakeman by 1930, and was living in Pasco with all the children. Otho died at the Masonic Home in Zenith, WA in 1942. (biography)



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**Hawkins, John  
Summerfield**

1816-1895

Commis

Special Instructions 1858

to

no more4



KCMG. John was born in England the son of a Royal Navy Officer, but was raised until he was 10 in Ceylon, at which time he was sent to England to go to school. He later enrolled in the Royal Military Academy at Woolrich, graduating as a Second Lt. in 1834. He was commissioned at that time in the Royal Army and increased in rank over time, being named a Captain in 1846.. John Married Leonara Mary Kelly in Ireland in 1847 and they ultimately had seven children,

John was made Lt. Colonel in 1858 when he was appointed a Commissioner of the Northwest Boundary Commission to survey the North Line of Washington, Idaho, and Montana. After leaving the Boundary Commission in 1862, he was appointed commander of the Royal Engineers at Woolrich in 1863, remaining until 1867. John received a promotion to Colonel to command the Royal Engineers in Barbados from 1867-70 and in Ireland from 1871-74. He returned home and accepted a promotion to Lt.. General in 1877 and General in 1881 when he retired. Leonora died in 1879. Sir John was Knighted at retirement in 1881. He is the namesake of Mount Hawkins in Southern Alberta, just North of Glacier National Park, and probably Hawkins Lakes in the very Northwest corner of Montana, near his survey,

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**Henderson,  
John Leland**

1853-1927

Dr/Clerk

Clerk

1881

to

no more4



1922

Born in Boston, John attended Cornell before he came to Oregon from California in 1870. He taught school in Hillsboro, and was later Washington County Surveyor, City Engineer, and Justice of the Peace. He married Harriet Humphrey in 1879, and was in Olympia by 1877, where he was a teacher at the Olympia Collegiate Institute.

He was a Transcribing Clerk in the Surveyor General's Office of William McMicken in 1881, and remained in Olympia until at least 1889. By 1897 John lived in Hood River, Oregon, where he had divorced Harriet and married Marion Grimes, age 20. Harriet returned to Olympia where she was a founder of the Assembly of God Pentecostal Church. John was a lawyer in 1900 and 1910, the first County Surveyor in 1913, and County Commissioner at some time. At Age 57 in 1900, he swam the Columbia River from Hood River to Cascade Locks, 22 miles.

John stayed in Hood River until after 1909 when he divorced Marion and married Margaret Darling in 1910 in Portland. They divorced in 1913, and he moved to Tillamook, married Mary Mosier in 1917, and lived in Tillamook County, Oregon until he died at his cabin at the foot of Sugar Loaf Mountain. He practiced law and was an officer in a title company. At age 76, he had gone alone on a tour of his property, and was found dead sitting with his feet in a creek.

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**Henry, Anson  
Gordon**

1804-1865

Whig

Rep

USDS

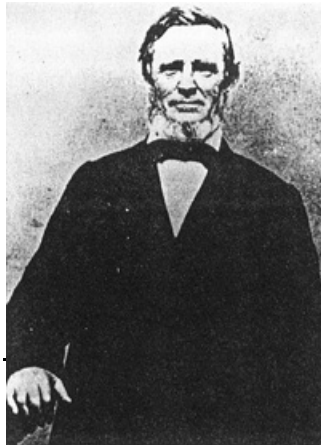
S G

Contract 38            1858

to

Washington            1861

Surveyor General



Anson was born in New York and graduated from medical school. He travelled to Michigan to mine, lost for the State Legislature there, and returned home to teach school in 1829. He then went to Louisville to start a drug store on \$5000 of borrowed money from Dudley Storey Bradstreet, his future father-in-law. He went broke, but married Eliza Bradstreet and moved to Springfield, IL to practice medicine.

While there, he became a close personal friend of Abraham Lincoln in 1834, just after Lincoln was elected to the Illinois State Legislature. Mary Todd first rejected Lincoln's marriage proposal, and Lincoln was very despondent. Henry pulled him through, and a bond developed that lasted until their death. Anson was charged with corruption in the construction of the Capitol Building, and Lincoln got him off with a payment of only \$271. Anson was appointed Indian Agent for Oregon in 1851 by Whig Zachary Taylor, but after drawing \$750 in salary and never making it past Panama, he returned to Springfield. Anson came across the Oregon Trail in 1852 with his family and claimed a DLC near Dundee, Oregon. He had no history of surveying before his first GLO Contract in Oregon in 1853.

He was also elected to the Oregon Territorial Legislature in 1853. Anson spent his life trying to live off the political patronage system. Henry was well known in Yamhill County, and probably put together a group of claimants that needed their claims surveyed. Claim Contract number 13 was awarded on June 4, 1853 to Anson by Surveyor General John Preston, a Whig. It covered claims in T3,4S R3W and T2S R4W, all very near to Lafayette and Dundee. He began on June 9th and was finished August 30th, 1853, with Alleck Smith and Charles Handley as chainmen and E. S. Barnes as axman for the work. Franklin Pierce, a Democrat became President in 1853 and replaced John Preston with Charles K. Gardner as Surveyor General.

Before he left, Preston awarded Survey Contract 38 to Anson in September of 1853. He completed T2S R3W, including the Chehalem Mountains, northwest of Newberg during December. Anson was compassman and Francis Loehr, a future Deputy Surveyor, was chainman. In February he surveyed T1S R2E encompassing most of the area between Gresham and Milwaukie, all relatively flat. The crew included future Deputy Surveyor Sewall Truax as compassman and future Deputy Surveyor Lewis Van Vleet as one of the chainmen. They were finished on February 21, 1854. Next was T1N R1W, beginning on February 29th. It was the township immediately northwest of the Initial Point of the Willamette River, going from the Sunset Highway to the St Johns Bridge. This was steep wooded ground and included a portion of the Willamette River.

The same crew as on the previous township completed the work by March 13th. The last township was T2S R2W between Aloha and Newberg. Sewall Truax was still compassman, but Lewis Van Vleet was not a chainman. They were done on April 3, 1854. This survey included many crossings of the Tualatin River as it meandered through the lowlands. In correspondence dated June 30th, Gardner told Henry that his Contract was suspended for errors and omissions, and that there would be no money until all was accepted by the Surveyor General. If Anson had performed a correct survey, it would have been approved by June 1 and the settlers could have filed their notifications. The errors involved poor notes, location of witness trees, closing of meander lines, and the triangulation across the Willamette.

However, Alleck Smith, Anson's son-in-law, was a proclaimed Democrat, and aligned himself with Charles Gardner to receive a Contract soon after Gardner's arrival in Oregon City. Claim Contract 22, dated January 30, 1854, was awarded to Smith, and he surveyed it between March and December of 1854. Anson was a chainman for part of it in August. In July of 1856 Smith also received Contract 65 in Oregon from Democrat Surveyor John Zieber for seven townships. These were all partial townships consisting of the mountainous sections left over after the first and second surveys. Anson did not help, but his son Gordon and son-in-law Francis Henry were chainman. The Contract was completed by late 1857.

Before these two Contracts and the role as chainman for Anson, there is no known record of Alleck Smith doing any surveying either. He had an education in law and advertised himself as a lawyer. Meanwhile, in the fall of 1855, Anson joined the Rogue Valley Indian wars, acting as either commissary or surgeon. When the Salem Statesman criticized the volunteers for being mercenary and vengeful, Henry gave a speech in December defending the militia. He has been quoted for the end of his speech where he said “.the only alternative to the citizens of the valley was to “kill them off” or, in other words, to exterminate them." Shortly after this in 1856, he received an appointment as Physician and Surgeon to the Grand Ronde Indian Reservation in western Yamhill County for a salary of \$2000 per year, but was ultimately dismissed.

At about this time, he was also elected City Surveyor of Portland. In 1858, Anson and his son-in-law, Alleck Smith, were awarded interdependent Contracts north of Grays Harbor. Alleck surveyed the Coast Guide Meridian from the 4th to the 5th Standard Parallel, involving a four mile triangulation across Grays Harbor, and then continued to the 5th Standard Parallel near the present Quinalt Indian Reservation. Anson surveyed the 5th Standard Parallel west to the Pacific Ocean, and then T20N R11W. Alleck was compassman on the Parallel. Alleck surveyed portions of T17-19N R7-12W with Anson as axeman much of the time. Alleck used E. S. Barnes as compassman for T18N R10W, and Anson used Alleck as compassman on the Standard Parallel and Township Exteriors, and George House on the subdivisions of T20N R11W.

He made some error in the West boundary of T20N R11W, and had to redo it in 1859. Per Richard Sterling, they also made an error of 0.83 chains in the triangulation across Grays Harbor. Matthew O. C. Murphy examined Anson's Contract and found errors that needed correcting. Anson unsuccessfully tried to bribe Murphy, and then Chief Clerk John K. Hall by offering him the job of Chief Clerk in the soon-to-be Surveyor General's Office of Anson.

Lincoln ran for the Senate from Illinois in 1858 as a Whig and lost, but defined the slavery issue. He was elected as President in 1860 on the third party, Republican platform, and in July, 1861, appointed Anson as Surveyor General of Washington Territory. He took office on September 11, replacing James Tilton. He was as partisan in that office as he ever was, giving Contracts to Republicans and relatives wherever he could and deriving profit from the office.

He purchased a part interest in The Washington Standard, a local newspaper, by hiring its editor as a Clerk in 1861 for \$1200 per year. Some scholars called Anson "Lincoln's junkyard dog", barking and snarling at adversaries. B. F. Kendall, of the Democrat newspaper in Olympia, wrote a very critical article on Anson in 1862, and Anson, thinking it was Amos Poe that had written it, confronted Poe with a Bowie knife at the general store, and struck Poe with his cane, resulting in an indictment for assault charges. Henry had secured the state printing contract away from Kendall. The son of a man shot by Kendall, in self defense attacked Kendal in his office and shot him, by rumor with a gun owned by Henry.

Anson travelled to Washington, D. C. in the winter of 1863 to lobby for a better political job, and to remove Victor Smith from the post of Customs Collector. He didn't get the job, but did remove Smith. While there he lived at the White House and visited the war zone at the Potomac with Lincoln. He also shepherded the creation of Idaho Territory through Congress, and his reward was the appointment of Alleck Smith as a Justice of the Idaho Territorial Supreme Court. When Lincoln was reelected, Abe sent for Anson, and he returned to D. C. in December of 1864, escorting Mrs. Lincoln to the official counting of the electoral vote.

In January he was told he would not be appointed Commissioner of Indian Affairs, and went to Richmond VA, which is where he was when informed Lincoln was assassinated. He was in the funeral procession with Mrs. Lincoln, and stayed six weeks comforting her, and took her to Chicago. He left for home via Panama, and on the leg from San Francisco to Victoria, the Brother Jonathan ran aground on rocks off Crescent City, CA, with 110 passengers drowned, including Anson. Also drowned was Victor Smith, his arch rival. The California newspapers reported that Anson had been recently appointed Governor of Washington in their reports of the shipwreck. His body was never recovered, but there is a bronze plaque at the Tumwater IOOF Cemetery next to his wife. (biography) This is the maintained version of this information.

**Henry, Charles  
Storey  
Bradstreet  
"Charley"**

1885-1943

USDS

Contract 672 (with 1871  
Dudley Henry and  
Herbert Raymond)  
to  
Contract 673 (with 1909  
Dudley Henry and  
Herbert Raymond)



Charles was born in Olympia, the son of Dudley S. B. Henry and the brother of John Dudley Henry. He began as a chainman for his father and brother in 1898-1907 on Contracts 482 - 640. His two Contracts were Joint Contracts with his father and Herb Raymond in 1909. Charles and Herb Raymond were listed as chainmen. He formed a blueprint and map selling business in Olympia with his father, Dudley, and W. H. Yeager in 1902, and sold it to W. H. Yeager in 1910.

The 1910 census showed him as a civil engineer living with his brother, John, and his wife in Raymond. He was Pacific County Engineer from 1917-1919 and 1923-1927, and surveyed plats in Thurston County from 1916-1923. In 1918, he worked part time with Sanderson and Porter in Raymond, WA and also was unemployed in South Bend. He received a patent for an improved saw handle in 1919. He devoted much of his later life to promoting oil and gas interests in Washington. In 1930 Charles was listed as a civil engineer in fishing in Pacific County and died in Seattle.

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**Henry, Dudley  
Storey  
Bradstreet  
"Dud"**

1842-1915

Peoples

Dem

Rep

USDS

Comp

IAA

Contract 119            1871

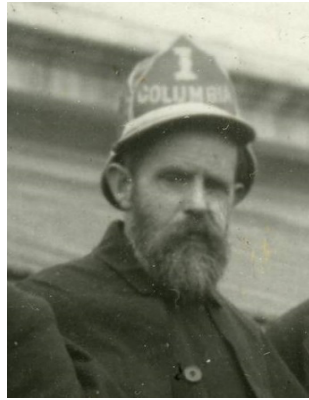
to

Contract 673 (with 1909

Herbert Raymond

and Charles Henry)

1888



Dudley was the son of Anson Henry, the brother of Gordon A. Henry, and crossed the Oregon Trail in 1852 with his family to Lafayette, Oregon. They all moved to Olympia in 1861 when Anson was appointed Surveyor General, and Dudley stayed there until he died. Dudley ("Dud", as he was known) went prospecting in Idaho and Montana in the summer of 1862, and then was axeman for his uncle, Francis Henry, near Walla Walla in 1863. He married Fannie E. Talcott in Olympia in 1873. He was elected Thurston Co. Surveyor in 1872, and was reelected in 1874 & 1876.

While surveying on the Skagit in 1879, he was threatened by the Indians, but bribed them and finished the work. In 1880, he was again threatened, but this time left the job, and a substitute township was offered. He ran for Auditor of Thurston County in 1888, and was Olympia City Surveyor 1883-90, 1893-94. In 1887 he took an oath as an official lumber inspector, and also surveyed many subdivisions in Olympia in the 1890's. Dudley had the longest active career as a U. S. Deputy Surveyor in Washington, spanning 38 years, and 25 Contracts. At some time he surveyed a Contract in Umatilla County, OR.

Dudley surveyed his early Contracts, from 1871-1885, in Southwest Washington in Thurston, Lewis and Grays Harbor Counties. He ventured North in 1881 where he was threatened by the Indians on the Skagit. In 1881 Albert Hammond surveyed part of Dudley's Contract as a compassman, and in 1883, William J. Frazier did the same. After the controversy around the Special Deposits in 1885, his contract was cancelled, and he didn't return to General Land Office surveying for 10 years. Fannie died in 1887.

A Contract north of Lake Cushman in 1895 was not examined, but another Joint Contract in 1895 at Randle with his son, John was examined, and he did extensive corrections in the field in 1898. Two more of his Joint Contracts with John required corrections in the field. Beginning in 1900 he began surveying East of the Cascades, mostly with his sons, John and Charles, and Herb Raymond. He surveyed for an electric RR from Olympia to Tacoma in 1904. He was noted as surveying for some time for the Office of Indian Affairs for the allotments at Quinault in 1906. His last Contracts in 1909 were with his son, Charles, and Herb Raymond northwest of Morton. He formed a blueprint and mapping business in 1902 with his son Charles and W. H. Yeager and sold it to W. H. Yeager in 1910. This is the maintained version of this information.

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**Henry, Francis  
Dudley**

*1864-1953*

*USDS*

Contract 334            1889

to

no more



1936

Francis Dudley Henry was the son of Francis Henry, the grandson of Anson Henry, and was born and raised in Olympia. He worked on the survey crew for his uncle, Dudley, in 1881-83 and was listed as a surveyor in the 1887 census in Olympia. In 1888 he was indicted for assault with intent to kill in Thurston County.

He was awarded Contract 334 in 1889, which was eventually cancelled in 1891 for reasons unknown now. The Contract was awarded to Elijah L. Wade, and in 1891 Wade complained to the Surveyor General about being harassed by Francis Henry. Francis was held at McNeil Island Penitentiary on 5/11/1891 for impersonating a U. S. Officer. The same record showed him being taken to Tacoma for trial on 2/10/1891. In 1892 the attorney General of Kansas reported that he had been asked to extradite Francis D. Henry to Washington for Grand Larceny.

There is no further record of him until Francis was in Seattle living with his sister in 1920 as a carpenter. He married in 1922, but was a widower living next to his brother-in-law in Cedar Valley, WA in 1930. He ultimately died in Seattle and is buried in an unmarked grave in the Henry plot in the IOOF Cemetery in Tumwater.



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**Henry, Francis****G.**

1827-1893

Dem

USDS

Dr/Clerk

Contract 67            1862

to

Contract 79            1865



Francis was born in Illinois and did odd jobs until he fought in the Mexican War in 1847, being brevetted up to Captain. He then studied law in Wisconsin, and came west to California in 1851 via Panama. Francis followed mining in CA; then went to Jacksonville, OR; then to Eastern Washington; and finally settled in Lafayette, OR, where he married Anson Henry's daughter, Eliza, in 1857. He returned to Michigan until about 1859, when he resumed mining in the Caribou and in Idaho, but came to Washington for GLO surveys when Anson Henry was appointed Surveyor General.

Francis was a crewman for both Albert Treadway and George House in 1862. Francis was awarded Contract 67 for exterior township lines near Port Angeles in September 1862, and he finished it in October 1862. Rufus Henry, the brother of Anson, was a chainman. George House, the former compassman for Anson, was awarded the subdivisions of one of those townships at the same time, and Francis was listed as an axman on that survey. Albert Treadway was the compassman, and it was finished in November. The following June, Francis was awarded the exteriors of 11 townships east of Dayton on the East side. Dudley Henry and George House were axemen. The survey was completed by September.

The next year George House received a Contract to do the subdivisions for some of those townships. The last Contract of Francis was for 16 townships Southeast of Yakima and three townships at Kennewick in 1865. This award was criticized for being the largest Contract awarded by Anson Henry, and being awarded to a relative. Part of that Contract was surveyed by Charles White. By 1865, Francis was named a Clerk in the Surveyor General's Office.

After Anson drowned, Francis started an abstract business in Olympia in 1867. He was then a member of Washington Territorial House of Representatives from 1867-68 and 1871-72, and a delegate to the State Constitutional Convention in 1878. In 1877, he was elected as a Probate Judge for 8 years and shortly thereafter a Delegate to Washington State Constitutional Convention in 1889.

Francis had been: 2 years President of the Washington Council; 3 years City Treasurer; President of the Thurston Bar Association; and Clerk of the Supreme Court. Francis Henry was a poet and song writer who wrote the song, "The Old Settler, Acres of Clams," a Washington classic and onetime State Song. (biography)

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**Henry, Gordon**

**Anson**

1837-1897

Whig

Rep

Prohib

EX

Special Instructions 1862

to

no more

Gordon was the son of Anson Henry and the older brother of Dudley Henry. He came across the Oregon Trail with his family in 1852, settling in Lafayette, Oregon. Gordon was panning gold at Rock Creek in the summer of 1860, and when Anson was appointed Surveyor General, they all moved to Olympia. Gordon was a chainman for Anson and Alleck Smith, in their early Contracts in Oregon and Washington, and for George House in Port Angeles in 1862. He was hired as an examiner of surveys by his father in Olympia in 1862 to examine the survey of T24N R4E of Edwin Richardson. As a result, the survey was suspended but later approved. In the summer of 1862, he went on a prospecting trip to Idaho and Montana.

He returned to Oregon after Anson died in 1865, but later became a teacher at Taholah in 1868, and Methodist minister and Quinault Indian Reservation Agent from 1872-1878, doing a very effective job. He was in Tualatin, Oregon in 1880 as a farmer, and in Olympia 1883-92 as a farmer. By 1895, Gordon was becoming insane, preaching religion outdoors on Main Street, and ingesting muriatic acid in 1895. He was committed to the asylum at Steilacoom, but improved in a few months and was released. He attempted suicide for the third time in 1897, and was declared insane and recommitted by the court to the asylum at Steilacoom., two weeks later he was reported to have hemorrhaging lungs, and died the next day.

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**Henry, John  
Dudley**

1877-1953

USDS

Contract 482 (with 1895  
Dudley Henry)

to

Contract 640 (with 1906  
Herbert Raymond  
and Dudley Henry)



PLS 426. John was the son of Dudley Henry, the brother of Charles S. B. Henry, the grandson of Anson Henry, and was born and raised in Olympia, WA, completing 4 years of high school. He was a chainman for his father in 1895 first, and then in that same year began a Joint Contract with him. That survey was examined by D. W. Kinnaird and extensive corrections in 1898 in the field were needed. After that, they did six more Joint Contracts for eleven years involving 38 townships, with only two other township needing corrections.

He surveyed one Contract on his own for 6 townships in 1905, with plat corrections only. At some time he surveyed a Contract in Umatilla County, OR. John married his wife, Nellie, in 1902. He was Thurston County Surveyor from 1902-1905, and then moved on to become City Engineer for Raymond, WA for the rest of his career. The town was founded and controlled by Leslie Raymond. John must have started right at the beginning of the City's new water system. Other tasks included filling in the sloughs that ran down the city streets. He died in Raymond in 1952. This is the maintained version of this information.

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**Herbst, Francis**

1809-

USS

Special Instructions 1857  
to

no more

Francis Herbst showed up in the 1850 census as a 41-year-old soldier living in New York, He was born in Germany and was a draftsman of a map of the Boundary between Mexico and the United States in 1853 within the perview of the Department of the Interior and the U. S. Topographical Engineers. Other maps from 1853 are for sale on the internet unders his signature from the same agencies. He began work on the North Boundary of Washington on April 16, 1857 for the Northwest Boundary Comission as a topographer and left on March 31, 1859 to return to a wife in Washington, D. C via Cape Horn. Other than that, no other records have been found. Francis is the Namesake of Herbst Glacier in Glacier National Park.

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**Hermans,****Emery J.***1859-1926*

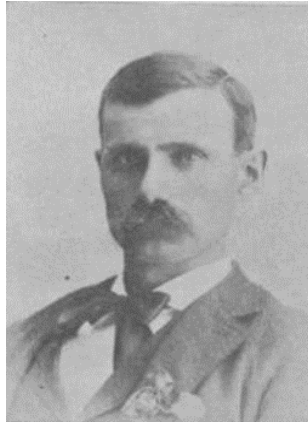
SES

USDS

Special Instructions 1892

to

Contract 572 1901

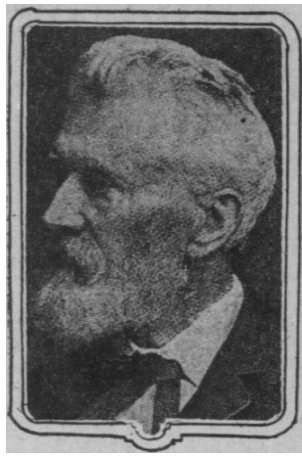


Emery was born in Pennsylvania and lived in a boarding school at Harford, PA in 1870. He was married to Mary Gilbertson in North Dakota in 1885 and moved to Pierce County, WA in 1889. They had nine children in the first 16 years. In 1890 Emery was an Assistant City Engineer in Tacoma and then was appointed a Special Examiner of Surveys for 1892-93 in Washington.

After examining Contracts for a year, the Surveyor General awarded Emery Contract 418 in June of 1893, including 2 townships in the Olympics South of Clallam Bay, and one in the Cascades South of Robe. Three brothers, Thomas, Johnathan and Charles Murray were his crew. Thomas was already a U. S. Deputy Surveyor, and the other two were experienced chainmen and axemen from the previous year. Charles would also become a U. S. Deputy Surveyor. Another Contract in 1895 included a township at Robe and another North of Oso. This was inspected by Fred Brigham, resulting in 8 miles of corrections in 1897.

The last three Contracts by Emery from 1898-1901, of one township each, were all East of the mountains, one at Azwell, another at Methow, and the last at Twisp. Only the first two were examined, with no problems. He worked out of Pierce County until he became Chehalis City Engineer in 1907, supervising the first street paving in that city, and serving until 1910. At that time, a controversy in the City Council prompted them to fire him by a 4-3 vote, and he was rehired on a per diem basis. Emery was: a civil engineer and surveyor in 1914 in Chehalis; an insurance agent in Chehalis in 1915; a civil engineer in Claquato in 1920; and a fireman in Chehalis in 1922. He surveyed plats in Lewis County from 1907-1924 and died in Puyallup. He is the namesake of Hermans Peak, a few miles Southeast of Robe in T30N R8E. (biography)

**Hesse,  
Frederick  
Godfried  
"Fred"**  
1825-1911



Born in Prussia, the son of a member of Parliament, Frederick received an engineering education at the Royal Polytechnic School in Berlin. In 1848 he took part in the revolution, and the next year emigrated to the United States. He was an assistant in an architect's office in Providence, Rhode Island and then had charge of engineering classes at Brown University.

Special Instructions 1863  
to  
no more

For the next seven years, Fred was: a topographical engineer, associated with the Pennsylvania and West Chester RR, and a consulting engineer in Washington, D. C. He was in the U. S. Patent Office in 1857 and a member of the United States Naval Astronomical Expedition in 1858 to the Southern Hemisphere. At the outbreak of the Civil War, he was a member of the Corps of Engineers in planning the defense of the Capital, and a body guard of President Lincoln.

Later he was made professor of mathematics in the Navy, with headquarters at the National Observatory. In 1864, Fred was hired by Daniel G. Major to do the observations and reduction of notes on the 46th Parallel dividing Oregon and Washington. They had a camp on Cottonwood Creek just Southeast of Walla Walla. When finished, he went to San Francisco and worked on various inventions, some of which would make him famous, such as a centrifugal water pump. He joined the faculty of the University of California in 1875 as head of the Department of Mechanical Engineering, which he held until his retirement in 1904. His wife died in 1888, and they had three daughters. This is the maintained version of this information.

**Hesse, Rudolph  
"Udo"**

1872-1935  
USDMS  
Mineral Survey 1902  
to  
Mineral Surveys 1910

Born in Michigan the son of a physician, Udo was in Seattle by 1900 when he married, but was also shown in the census in Saginaw Michigan with his father and sister. He was in Seattle or Alaska for his entire career, surveying 20 subdivisions in King County from 1902-1930. He was also a U. S. Deputy Mineral Surveyor and U. S. Deputy Surveyor in Alaska from 1907-1916 with his residence in Seattle. In Washington, Udo surveyed 61 Mining Claims from 1902-1920, and in 1921 he performed a survey of the Lake Washington shorelands as a Court Commissioner.

Udo was the President of the Seattle Turn Verein, a German gymnastics club in 1924. He stayed in Seattle through 1930, but moved to Granite Falls, Snohomish County, his wife's home town, and that was the location of his death in 1935. The given name Rudolph only showed up on the 1880 census when he was 9 years old, but probably was his proper name.

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**Hill, Charles F.**  
*1865-1943*

Rep  
Comp  
Contract 341 (as  
Compassman for  
Gilbert M. Ward)  
to  
no more

Charles was born in New York, and graduated from Penfield Academy, in preparation for Rochester University, but came West in 1886 instead. He went to Iowa first, and then to Idaho for several years in railroad construction. He arrived in Hoquiam in June, 1890, and took up surveying and civil engineering. In 1891-93, he was the Compassman for Gilbert Ward for at least three townships in Grays Harbor County. The surveys were done in 1891-92, and corrected in 1893 after an examination in late 1892. Charles married Ida B. Allen in Hoquiam in December, 1892. She was a school teacher, 6 years his senior, and they had no children.

Charles was a foreman in a lumber yard in 1900, and a bookkeeper at various places after that. He was Hoquiam City Treasurer in 1913, and was elected to the City Commission from at least 1917-1925. Charles dabbled in photography, and there is a panoramic photo of Hoquiam by him in the Library of Congress from 1914. He was deputy County Assessor in 1930, and after Ida died in 1935, he retired to San Francisco, which is where he died in 1943.

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**Hinsdale,  
Theodore  
Rockwell**  
*1865-1941*

Dem  
SES  
Special Instructions 1895  
to  
Special Instructions 1897

Theodore was born in Maryland, the son of a Treasury Department official, attended Rittenhouse Academy in Washington D. C. and then the prestigious Rensselaer Polytechnic Institute in Troy, New York in 1882, where he was valedictorian. After he graduated in 1886, he married Frances Crandall in 1887, the daughter of a politician, editor and publisher, and worked out of Washington, D. C. as a civil engineer for several railroads. He was chief engineer for an underground electric trolley in D. C. and spent three years as the Business Manager of a D. C. Newspaper.

By 1892 he was a Clerk in the General Land Office. In that capacity he helped write a new Manual of Instructions, surveyed Rock Creek National Park in D. C., and was involved in the boundaries of Yellowstone Park and the Klamath and Red Lake Indian Reservations. Theodore was appointed a Special Examiner of Surveys in Oregon, California, Montana, Idaho, Wyoming and Washington in April 1895 and arrived in Olympia on April 30, 1895.

He began by examining Contract 414 of Robert Webster, and the exam resulted in a suspension of the Contract. Webster resurveyed half of the work even though Hinsdale said it was "good, considering the terrain." He surveyed 12 exams in Oregon in 1896 and 19 exams in Washington from 1895-98. He left for Montana in 1895, keeping his position of Special Examiner. From 1899-1903, he was County Surveyor of Lewis and Clarke County, Montana. As a Christian Scientist, he and his wife organized a church in Helena, Montana in 1900 and advertised as instructors in the religion. Hinsdale then came back to King County by 1910 and stayed until his death in Seattle, except for 1940 when he was in Miami. He was always listed as a civil engineer. (biography) This is the maintained version of this information.

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**Hoke, Michael**  
**"Mike"**

1853-1912

Dr/Clerk  
 Ch Clerk  
 Clerk

to  
 Chief Clerk

1897  
 1908

Michael was born in North Carolina, the son of a prosperous merchant. He was still in school in Lincoln, North Carolina in 1870 when his father died, and was a Commissary for the University RR in Chapel Hill in 1880. By 1885-87, he was a postmaster in Sims North Dakota, and was in Tacoma in 1887-92 as a bookkeeper. He was listed as a Clerk in the Surveyor General's Office of William P. Watson in 1897, and continued in that position in the offices of William McMicken and Edward Kingsbury until 1908, when Chief Clerk Augustus Cowles died. Michael was promoted to Chief Clerk and remained in that position until he died in 1912. He frequently sang in a quartet as a bassos.

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**Holcomb,**  
**Charles Henry**

1857-1923

Peoples  
 Dem  
 Comp

Contract 291 (Part 1883  
 of the Benson  
 Syndicate)

to

Contract 296 (Part 1883  
 of the Benson  
 Syndicate)



Charles worked for John A. Benson of the Benson Syndicate for 8 years before 1886. Charles was an actual surveyor, going around the West to do part of the work on many Contracts, enough to show settlers that a survey had been done and to make sketches for the fake notes. Holcomb worked in WA for Benson, surveying only a token amount where he went, but he testified that he had never had a Contract of his own, including those in Washington.

He also testified that he had never been a Deputy Surveyor, that those in his name were that only, and that he had signed blank oaths. Charles testified at length for Special Agent Conrad and signed affidavits. He was not in the list of the 41 original indictments. The Notary of his Washington oaths, Frank J. Buckley, was also listed as a witness in Conrad's report and had been a Benson Deputy Surveyor in Wyoming. Deputy Surveyor Harry A. Clarke, a Benson Attorney, notarized his Contract.

There was a PLS, License # 005 in CA in 1891, when they began licensing surveyors, named Charles Henry Holcomb, but it seemed improbable that such a fraudulent surveyor could receive that honor. However, the Surveyor General of CA (elected) at that time, Theodore Reichert, was the Chief Clerk in the General Land Office in CA during the time of Holcomb's and Benson's activity. Reichert was indicted with others for the Benson fraud, but the charges were thrown out on a technicality. Reichert was responsible for the initial licensing of surveyors in CA as Surveyor General from 1891-1895, and for the determination of who received the first numbers.

Charles was born in Kansas, the son of a farmer, and moved with his siblings to live with others in Nebraska by 1870. He was in California working for Benson from about 1877-1885. He was living in San Francisco as a real estate agent in 1886 and as a surveyor in 1888. By 1894 Holcomb was a surveyor for the City of San Francisco and also County Surveyor. In 1900 he was living with his brother, William, as a civil engineer in San Francisco. William had also worked for Benson.

From 1901-1923, he was Head of Surveying for the City of San Francisco, and at one time ran for Supervisor of San Francisco on the Peoples Ticket. He was elected Grand Sachem of the Democrat Iroquois League in 1901, and in 1902 ran for State Surveyor General. losing by a small margin. He was still in S. F. working for The City in 1923 when he died. He was 5' 7" with brown eyes and black hair.

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**Holley, Henry  
Whitcomb, Jr.  
"Harry"**

1863-1925

Rep

USDS

Contract 415

to

no more

Henry, Jr. was born in Minnesota, the son of a prosperous engineer and newspaper publisher. Henry Sr. graduated from Norwich University in engineering and came to Minnesota in 1856 from New York. Before then he was a contracting engineer for railroads in Ohio, Indiana and Wisconsin. He was then editor of the Chatfield Republican, a State Senator, and Receiver of the U. S. Land Office in 1895 Winnebago City. Beginning in 1865 he was Chief Engineer of the Southern Minnesota RR and eventually became its general manager. He wrote several books, including poetry. The family ended up in Everett, WA by 1893, and Henry, Sr. died in British Columbia in 1897.



Henry, Jr. lived with his family in Winnebago, MN until at least 1885. He was an engineer in Spokane and Kettle Falls, WA in 1892 where his father had real estate interests and joined his family in Everett, WA in 1894. He received a Contract by Special Instructions in 1895 to survey an Island near Everett. He used U. S. Deputy Surveyor Byron C. Majors as a chainman. Majors was working in Everett at the time. In 1906 he was the partner of William E. Sutton in an engineering business in Everett.

Henry was somehow associated with the Arcadia Irrigation project, c. 1910, which was a speculative real estate venture, involving high pressure sales of orchard tracts. In the 1910 Censuses he was an engineer, both living with his mother in Everett and with a nephew in Spokane. In 1913 he married Jessie Hopkins in Winnebago, MN, a lady with two children, and in 1920 they were living in Winnebago. For much of his life he used the first name, Harry. He died in Okanogan County, WA in 1925, where he was the engineer for the Minnesota Mining and Milling Company.

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**Homan,  
Charles  
Augustus**

*1847-1918*

Comp

USDS

Contract 415            1893

to

Contract 554            1900



Charles was born in Ontario, left there in 1863, enlisted in Company F. 35th New Jersey Volunteers in July, 1863, and fought in the later stages of the Civil War in 15 different engagements, leaving as a Corporal at the end of the war. He went home for a few months before signing on as a rodman for his brother, W. Platt Homan, on the Bear Bank RR in Pennsylvania. Charles soon went to the North Missouri RW, where he was promoted to Assistant Engineer by 1869.

Charles continued as Assistant Engineer for the following engagements: Louisiana & Missouri River RW, 1870-71; St. Louis and Iowa Mountain RW, 1872-74; and Little Rock and Fort Smith RW, 1874. He but returned to the Army in 1875 and was stationed in Idaho in 1877. In 1879-80, he was a Corporal at Alcatraz and The Presidio, and then reenlisted in 1880 to serve at Vancouver Barracks and was named a topographical assistant in 1881. While stationed at Vancouver, he served as a topographer for George Goethals in explorations of Northern Washington in 1883.

This led to his role as a topographer and photographer for Frederick Schwatka in explorations of the Yukon River later in 1883. Schwatka made him the namesake of Homan River, Homan Lake, and Homan Peak in British Columbia. Charles went back to Alaska in 1884 with Lt. W. R. Abercrombie to explore the Copper River to find a way to the interior of Alaska. They traversed the river upstream past Childs Glacier, the future site of A. C. O'Neel's million dollar bridge.

In 1888 he transferred to the Engineering Office at Vancouver Barracks as a civil engineer, surveyor, and draftsman, and continued there until he retired from the Army in 1894. Charles was Vancouver City Surveyor 1889-1890 and created early photos of Vancouver Barracks. He formed a business arrangement with William Elwell in 1893, where he would fund at least part of the cost of Contract 415, be a surety, and share in the profits.

Elwell did an awful job, and Homan had to take over, being appointed Compassman and then Deputy Surveyor to finish. He demanded one condition of the Surveyor General, that the money go to him, not Elwell. Homan suffered through several series of bureaucratic harassments, eventually getting approval in 1900, with the money being sent to Elwell. He did a good job, with many of the BT's and most of the stones still surviving, all well marked, except the BT's in the Yacolt Burn. Charles "passed" on a new Contract awarded to him in 1900. Charles served on another exploring expedition with W. R. Abercrombie in 1896 to Priest Lake and Priest River. He has a photo in his album of 87 lbs. of huge trout caught by himself and Abercrombie in Priest Lake in a little over an hour.

Charles was Assistant Engineer for the Washington and Oregon RR, North of Vancouver from 1901-02. In 1903 he was Jr. Engineer on the survey of a continuous canal around Celilo Falls. In 1903, Charles was appointed an engineer at Vancouver Barracks, and continued at that until 1915 when he resigned because of illness. His son, William Platt Homan, also a civil engineer, showed up on the 1910 census in Vancouver and on 2 subdivision plats in the Auditor's office. He was 5' 6" with blue eyes and brown hair and became a citizen in 1885. (biography)

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**Hooker,  
Edward  
Denison**  
1873-1947  
USDS  
Contract 390  
to  
no more

Edward was born in Fairfield, Iowa, and his family moved to Spokane in 1889, shortly before his father became managing editor of the Spokane Chronicle, a position he held for 30 years. Edward was a chainman for John Ashley at Ruby in 1891. The Spokane directories in 1892-1893 listed him as a civil engineer, and he was rooming at Simco Street. In 1892 Edward received Contract 390 at the age of 19. Included were two townships, one at Conconully and the other just north of Deer Park.

Both were surveyed in 1893, with the one north of Deer Park being accepted, but the one at Conconully was suspended. He did a complete redo of that township in 1895 because the South Boundary was wrong, making the whole thing wrong. He had to make some ties to mining claims in 1896 before it was approved in 1897. He was one of a group of surveyors operating out of the Spokane County Surveyors office of John Ashley from 1891-1893. The U. S. Deputy Surveyors included, John Ashley, Dekalb Ashley, Harry A. Clarke, Edward Hooker, Ulysses Hough, Irving Worthington, and William Maxwell. John Ashley had probable Benson ties, and Harry Clarke was the attorney for the Benson Syndicate in Washington.

Another Contract of Edward in 1893 involved a township east of Deer Park, which was surveyed, examined, and approved. He went East to attend Rensselaer Polytechnic Institute in Troy, New York, serving as the captain of their football team in 1897 and 1898. After Rensselaer, Edward moved to Manhattan, New York City, in 1900, and he was still there in 1905, threatened with eviction from his storage unit. In October, 1918, he received a patent on a significant invention for a wire rope guide for hoists. He sold the patent, but continued to sell and represent it internationally. From at least 1926-39, he and his wife, Marion, made many trips back and forth to Europe. Edward listed himself as an engineering salesman in 1930. He made a return trip to New York in 1939, and was living with Marion on East 55th Street in New York in 1940. (biography)

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**Hoskyn,  
Wilbur John**

1884-1955

Dem

Rep

USDMS

Mineral Surveys 1910

to

no more

Born in South Dakota, the son of a Attorney, Wilbur was living with his family in Minnesota in 1895 and 1900. They were in Spokane by 1903 with Wilbur as a student until 1905. He attended two years of college in Spokane and called himself a civil engineer from 1906 on. He married Mabel Clara Jones in Deer Lodge, Montana in 1908, and they were living on a homestead just South of Oroville, proving up on it in 1910. They had four children. He was a surveyor out of Oroville from 1909-11, and filed subdivision plats in Okanogan County, along with promoting a 25,000 acre irrigation project at Oroville. He advertised as a U. S. Deputy Mineral Surveyor out of Oroville, also from 1910-16.

Wilbur was an assistant engineer in charge of construction in Canada for the BCGN RW 1911-15 and the superintendent of Oroville Engineering and Machinery Company 1915-17. While in British Columbia, he also located and built the FF&F RW. Wilbur received a Commission as a First Lieutenant in the Ordinance Department in WW I in 1917 and served in England and France for 17 months before being injured by accident. He then transferred to Washington D. C. where he was on the staff of the Commanding General of Ordinance.

He returned to become a civil engineer for the State Highway Department in Nebraska 1919-20. He worked for the Bureau of Public Roads out of Ogden Utah from at least 1920-22, where, among other projects, he was in charge of construction on the Warm Springs Yellowstone Highway. Wilbur and Mable were farmers in Powell Valley, Montana from at least 1930 to 1955 when Wilbur died. At some time, the Montana State Prison leased all or part of the Hoskyn Ranch for prison farm purposes.

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**Hough, Ulysses  
Bezaleel**

1863-1947

Rep

USDS

Contract 391

to

1892

no more



c. 1875

Member ASCE. WA PLS 74. ID PLS 47. Ulysses was born in Hortonia, Wisconsin and graduated from Valparaiso University in Northern Indiana with a B. S. in Civil Engineering. From 1888-89 he was an engineer for Northwestern Land Co., Spokane. By 1890 he was part of Huber and Hough in Spokane, soon changing to Huber, Hough and Trumbull with Skar Huber and Charles Trumbull.

Ulysses returned to Wisconsin to marry Clara E. Hull in January 1892, and then in 1892-93 he teamed up with Frank Stanley as Stanley and Hough, civil engineers. He was City Engineer of Spokane from 1894-95. Ulysses was awarded Contract 391 for several townships West of Newport in Pend Oreille County in 1892. In February 1893 he sent a letter to the S. G. that he was not going to do the surveys, or execute the bond. The Contract was cancelled and awarded to someone else in 1894.

From 1896 on, he was involved in mining and construction projects as follows: 1896, Constructing Engineer for Bunker Hill and Sullivan Smelting and Refining Co. at Trail B. C.; 1897-1903 Constructing Engineer for Bunker Hill and Sullivan Mining and Concentrating co., Kellogg, ID; 1903, Superintending Engineer, The Edison Electric Co., Los Angeles, on Kern River Power development; 1904-1910, Superintending Engineer., B. H. and S. Mining and concentrating Co., Kellogg, ID; and 1910-1930 Consulting Engineer on lead-silver concentration, hydraulic power development and superintending construction out of Spokane.

Ulysses wrote an article on "Assay Furnaces" in the June, 1905 Engineering and Mining Journal, an article on "Modern Tunnel Practice" in Engineering News in 1905, and an article on "Logging Flumes" in 1928 in ASCE Transactions. Clara died in 1926 in Spokane, and Ulysses was living in Florida om 1938. He died in Spokane in 1947.

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**House, George Jr.**

1837-1905+

Comp

USDS

Contract 38

(Compassman for Anson Henry)

to

Contract 78

George came from Gallipolis, Ohio, where his father, General George House, was a surveyor, owned an insurance office and served as a State Legislator. George Jr. was a compassman for Anson Henry in 1859 in Grays Harbor Co. and was in Dungeness as a surveyor in 1860. House was listed as the enrolling and engrossing clerk to the 1860 Washington Territorial Legislature. When Anson Henry became Surveyor General in 1861, House received four Contracts, the last one a few months before Henry died in 1865. Before that, he was an axeman for Albert Treadway at Discovery Bay in 1862 and a moundsman for Francis Henry North of Dayton in 1863.

The first Contract in 1862 was for two townships at Elma, where he made errors of up to 15 chains in the North Line of T18N R6W, as later disclosed by Henry Howe. This Contract was held jointly with politician Jasper Johnson. The second, at Port Angeles the same year, listed Albert Treadway as compassman, Gordon A. Henry as chainman, and Francis Henry as axeman. The last two were on the East side of the Cascades, with one in 1863 for 7 townships at Pomeroy. The last in 1865 was for 7 townships at Sunnyside and 3 townships North of Walla Walla.

His father died in 1867, and by 1870, he was in Minnesota, living with his widowed mother and the remaining family. In 1880 he was back in Gallipolis, living with his aged mother, and running the insurance agency. The 1900 census showed him living alone as an insurance agent, and the local paper noted the sale of the insurance agency

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**Howe, Henry Sherman**

1833-1916

USDS

Contract 203

to

no more

1875

Born in Vermont, Henry was a Captain in the Union Army from Minnesota from 1863-1866. He married Salome Day in Vermont in about 1858, and she died in 1860 after one son. He received a Joint Contract in Minnesota in 1870 with Samuel Jewett, and then was in Olympia in 1875, where he received WA Contract 203. In 1876, Howe performed the survey of T57N R17W in Minnesota so fraudulently that it was the cause of a lawsuit about who owned the extra land around Cedar Island Lake, reaching the Federal Court of Appeals. His son, Frank N. Howe, participated in the fraud in the survey of the township to the north. Henry performed at least one other Contract in Minnesota in 1878-79.

In Washington in 1875, during the survey of Contract 203 of T19N R6W, he discovered errors made by George House and Jasper Johnson of over 15 chains on the south boundary. Per Richard Sterling (and looking at modern mapping), Howe showed the error in the wrong place, for compared to the plat, the East tier of sections are all actually 15 chains short, and the West tier of Sections are all 15 chains long, leaving severe distortion where they tie into the township lines. He may have surveyed the township based on the West line before he discovered the error and did not correct his work. Howe's work here was possibly done by William J. Frazier, a surveyor from Lewis County, as a compassman per Richard Sterling. Frazier was named as a chainman for this survey.

Howe was in Colorado in 1880 as a miner with his son, Frank, who was listed as a surveyor. Henry was a mining engineer in Boise in 1900, and retired there in 1910 with his wife Harriet. He died in Boise.

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**Hubbs, Nathan Carter**

1877-1972

USDS

Contract 638 (with Alfred Geddes and W. A. B. Campbell)

to

no more

1906

OR PE 813. CA PLS 1426. Born in Michigan, the son of a teamster, he followed his family to South Dakota by 1872, where they were farmers. By 1892, they were on a farm in Lac qui Parle, Minnesota, where Nathan finished 4 years of high school, and then they moved to Silverton, Oregon after 1900. Nathan had gone to California where he was licensed as a PLS in about 1897. He was an axeman for Alfred Geddes in Idaho in 1904 and George Campbell in Washington, also in 1904. He served as a chainman for Walter Long in Washington in 1906 before receiving a Joint Contract with Alfred Geddes and W. A. B. Campbell in 1906, East of Omak. They each did part of the work.

Hubbs was also a U. S. Deputy Surveyor in Oregon in 1910 for one fractional township on the Southern Oregon Coast, when he was again living with his family in Silverton. He corrected some errors but did not have to return to the field. Nathan was an engineer in Salem in 1913 and by 1918 was married and owned his own farm at Jefferson, OR. He continued at that until 1930, when he was listed as an auto salesman, and was Marion County Engineer from at least 1940-42. He was of medium height and build with light blue eyes and light brown hair. He had moved to Redondo Beach, California by 1947 and died in Costa Mesa, CA. His wife Alfa Berrell Hubbs died in 1967.

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**Hudson,  
Francis**

1831-

USS

Special Instructions 1859

to

no more

Born in Pennsylvania in about 1831, Francis showed up in the 1850 Census as a boarded student in Carlisle, Pennsylvania at age 17. He next was listed as a Surveyor in the 1860 Census in the Bitterroot Valley with the rest of the Boundary Commission. He was appointed in 1859, and had been with the Coast and Geodetic Survey before that. Francis was noted as a contributor of survey data with others, in the margin of the maps prepared of the Boundary by the Commission and was noted as a mathematician in several places in various reports of the Commission. Francis and John Major would do the calculations as the field work went on the then compare the results before moving on. Francis left the survey at the end of field work in 1861, and no more is found of him for sure in the

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**Huelat, Jabez**

1827-1897

Dem

Dr/Clerk

Clerk

to

no more

Born in England, Jabez and his brother, Septimus, were in Oregon City possibly as early as 1850, where there was an established merchant, Huelat and Co. in 1853. Septimus, the seventh child of 14 children (hence the name), was a lawyer. Jabez fought with the Oregon Volunteers, and then was named a Clerk for Surveyor General, John Zieber, 1858-59. He was the Wells Fargo Agent in Salem, OR, 1861-62, about the time he married Sarah Belt, the daughter of a doctor, and moved to Ruby City, ID by 1865.

When Ruby City faltered, he moved to nearby Silver City, Idaho from 1865-1870 as a merchant running Huelat & Co., and in Oakland, CA as a bookkeeper from 1871-75. His wife and the children left and moved back to Salem in 1875, and Jabez moved to Bodie City in Mono County, CA from 1879-82. His wife was the Matron of Good Samaritan Hospital in 1880, and the two oldest children were living in the hospital. The youngest three children were with Sarah's brother in Independence, OR, where he ran a hotel.

Jabez was named the Postmaster of the mining town of Aurora, NV in 1891, was living in Almshouse, San Francisco's poorhouse, in 1896, and died there in 1897. His youngest daughter Miriam graduated from Harvard and Radcliff and was a Professor at the University of California, Berkeley. His son, Alfred, was indentured on a farm in 1890 until he was 21. He then graduated from Portland Business Academy, and became a bookkeeper and merchant in La Grande, OR. His son Charles, after being educated in Salem, went on to be a merchant and store owner in Hepner and Hood River, OR. Louise married and cared for her mother, Sarah, in Portland in 1920. Jabez was 5' 6" tall with gray eyes and light brown hair.

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**Hull, James K.** There is no one found in the censuses that matches this person. His bond suggests that he is a Benson Syndicate surveyor and may have been a fictitious person. U. S. USDS 1883 Deputy Surveyor John McQuinn, a surveyor from Portland, Contract 290 (by John McQuinn as compassman) (part of the Benson Syndicate) (5/7/83) to no more Oregon, was noted as the compassman. It is unknown why he would be involved with James Hull or John Benson. A survey of the Spokane Indian Reservation in 1904 by Hezekiah Johnson found the survey by James Hull (McQuinn) of T29N R40E, as reflected in the meanders of Chemokane Creek, to be 2000 feet in error in the location of the East Boundary of the Reservation.

The North line of the Reservation was one and one half degrees off cardinal in a 1973 survey. In another township, the meanders of Loon Lake were off by 1/4 mile in several places. The survey was approved soon after it was completed. The original survey by Hull of the 7 townships in this Contract is still the official record in the BLM Office.

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**Humphrey, Harry** Harry was born in Illinois, the son of a farmer, and attended Business College in Madison, Wisconsin. He went to Wyoming in 1870 to work for UPRR as a fireman, and in 1878 was promoted to engineer. That year he married Annie Waymire in Wyoming. By 1885 he was in Plaza, Washington where he filed a homestead, was the Postmaster and also the agent for the Northern Pacific Elevator Company. In 1889, the elevator burned, and he moved to Spokane, where he was appointed a Deputy Sheriff, and ran the Aetna Hotel. 1854-1902 Rep AIA Special Instructions 1898 to no more

Annie died in 1893, and he remarried to Nellie MacKay in Spokane in 1894. In 1893, he turned to Mining in British Columbia and on the Colville Reservation. Harry sold the Iron Horse Mine in Rossland, British Columbia in 1896. He was involved in Republican politics and was appointed as Allotting Agent on the Colville Reservation in 1898, continuing until at least 1900. He was again a Deputy Sheriff in Spokane County when he married in 1894, and when he died in 1902 of stomach cancer.



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**Hungate,  
Stephen A.  
Douglas**

1866-1943

Rep

Comp

Contract 606 (as 1905

Compassman for  
Hezekiah H.

Johnson)

to

no more



Stephen was born and raised near Molalla, Oregon, the son of a pioneer farmer. He is probably named for Stephen Arnold Douglas, the U. S. Senator from Illinois, Presidential Candidate against Lincoln, and famous for the Lincoln/Douglas debates. The family of Stephen was from Illinois. In 1898 he was a U. S. Deputy surveyor, holding a Joint Contract with Sidney Smyth in Southeastern Oregon. In 1901 he was awarded Joint Contract 730 in Oregon by Surveyor General, Henry Meldrum, with Don Meldrum, Henry Meldrum's son.

Stephen was born and raised near Molalla, Oregon, the son of a pioneer farmer. He is probably named for Stephen Arnold Douglas, the U. S. Senator from Illinois, Presidential Candidate against Lincoln, and famous for the Lincoln/Douglas debates. The family of Stephen was from Illinois. In 1898 he was a U. S. Deputy surveyor, holding a Joint Contract with Sidney Smyth in Southeastern Oregon. In 1901 he was awarded Joint Contract 730 in Oregon by Surveyor General, Henry Meldrum, with Don Meldrum, Henry Meldrum's 17-year-old son.

Stephen had his own Contract in 1902, and then another Joint Contract in Idaho with Hezekiah Johnson and Atress Kitchem in 1905. He obtained two Contracts in Idaho in 1905 and 1907. Apparently on his way to Idaho in 1905, he was asked by Hezekiah Johnson to retrace the North line of the Spokane Reservation that Johnson may have surveyed the year before. He found many of the corners of Wencel Plachy and James Hull from 1883. At 44 years old, he married in 1910 to a 20-year-old girl with a brand new baby. He worked in the Clackamas County Surveyor's Office at that time. He was a farmer at Dickey Prairie in 1920, divorced by 1930 in Molalla, and remained there until 1943 when he died. For a number of years, he maintained a restaurant in Molalla.

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**Hunt, Clair A.**

1865-1937

Rep

IAA

USDS

USDMS

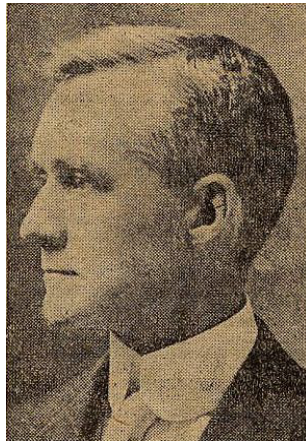
S G

Indian Allotments 1899

to

Last Washington 1921

Surveyor General



1921

Born in Iowa, the son of a farmer, Clair was a teacher before he came to Spokane in 1887. In 1889 he married his wife, Julia Hazel Dart, the daughter of a successful local businessman. In 1893 Clair was a Lt. Colonel in the National Guard as an aide-de-camp in the Governor's Brigade, and was referred to as Col. Hunt the rest of his life. He worked in partnership with his father-in-law in insurance, real estate and bill collecting until he was appointed Special Allotting Agent for the Colville Reservation in 1898.

While there performing his allotment surveys, he created high quality photographs of Indians and chronicled their stories for many years. His photos are now located among many museums and universities in the U. S. He gave speeches about the Indians and published a collection of his photos.

Some of the allotment surveys in 1899 were of metes and bounds tracts in unsurveyed townships, but all of the rest were dependent surveys of already surveyed sections. In 1900 Clair created a nice map of the North half of the Reservation, showing the allotments and government surveys to date. He surveyed 9 Mining Claims in Ferry and Stevens Counties between 1901-03. He received Contract 573 at Chesaw in 1901 and Contract 620 at nearby Molson in 1904. He surveyed 20 more Claims and one subdivision plat from 1904-06 in the same Counties. Clair was elected Stevens County Surveyor from 1905-1908, and then Stevens County Commissioner in 1919. It appears he continued surveying allotments until at least 1916, totaling over 2000 on the Colville and Spokane Reservations.

The Okanogan County Board of Commissioners made a contract with Clair Hunt in 1917 to pursue their claim of money in lieu of taxes from the Federal Government. He was to receive 50% of what was recovered. The research was done, a report written, and lawyers were hired. In 1921, because of an employment conflict, he turned the contract over to his son, Ward Hunt, an attorney. Okanogan County concurred in the transfer. A few years later, an amount of \$77,435.31 was finally paid to the County. When Hunt submitted a bill for the \$38,717.66, Okanogan County refused to pay because they declared it was illegal for government to pay for a lobbyist. Hunt sued in Superior Court, lost, and then appealed. The Court of Appeals ruled for Hunt, and he received his money.

Clair received patents to three parcels in Stevens and Ferry Counties. One was a tract of 164 acres on Kettle River three miles North of Orient at a place called Rock Cut, obtained by Homestead Entry and patented in 1906. He was living on this homestead in 1908. Another was 4 government lots on the Kettle River across the Columbia from Marcus, where he was living in 1900, and the third was 40 acres 2 miles Northwest of Bossberg. These were patented in 1904-05. Clair continued as an Allotting Agent on the Colville, Spokane, and Kalispell Reservations until 1914. He produced a map for sale of the North Half of the Colville in 1900 and of the South half in 1916. He sold enough maps at \$1 apiece to warrant a second edition of 5000 maps in 1916. He also charged from \$100-250 for assistance in finding a claim.

From 1918-1919 he was Water Master for Stevens County. His son Ward graduated from Georgetown law school, and in 1918 was an Aide to U. S. Senator Wesley L. Jones. He entered the Army and was promoted to Sgt. in 10 days to work in the office of the judge advocate general in France. President Harding named Clair as Washington Surveyor General in 1921 on the recommendation of Senators Jones and Poindexter, an office he held until 1925 when the position was eliminated. He retired to a mortgage loan business in Olympia, and after being very involved in civic affairs as executive secretary of the tax league, died there in 1937. Julia died in 1931. (biography)

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**Hunt,  
Dominick**  
1822-1858  
USDS  
Contract 22  
(9/16/1856)  
to  
Claim Contract 3  
(11/24/1856)

The only Dominick Hunt in the censuses that could have been Deputy Surveyor Hunt was born in Ireland, and was living in St. Louis in 1850 as a Clerk. Dominick was awarded a Contract to survey the northern two thirds of Whidbey Island in 1856 and another to survey the Donation Claims, also in 1856. He surveyed part of his Contract and some of the DLCs in 1856, but then quit because of Indian hostilities. He resumed the survey in the spring of 1858, but died after finishing T32N R1,2E and more DLCs. He finished T31,32N on June 16, 1858, and was killed by Indians on Swinomish Channel on Puget Sound in late July, 1858 in his canoe returning to the mainland from Whidbey Island.

His canoe was recovered with his personal possessions in it, including his revolver, and his unrecognizable body was recovered later and buried by the Whatcom County Sheriff. The work was approved in November, 1858. The last oaths of assistants do not have dates on them, and his signature is notarized after his death by Supreme Court Justice Francis Chenoweth, who was also one of the sureties and the administrator of Hunt's estate. Matthew Murphy finished the township surveys on Whidbey Island of T33,34N in 1858, and George Whitworth finished the DLCs in 1858 and 1861.

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**Hunt, Elwood Grimshaw**  
 1868-1940  
 Rep  
 USDS  
 SES  
 Special Instructions 1891  
                                   to  
 Contract 545 (with 1898  
 Charles H. Fenner)

WA PLS 450. Born in Minnesota near Minneapolis, the son of a carriage maker, Elwood attended public schools and graduated from the Minneapolis Academy. He apprenticed in surveying on railroads in MN, MI and WI from 1882-1887. He surveyed in New Mexico and Arizona before arriving in Seattle in 1888. Elwood was a deputy county surveyor in Chehalis and King Counties in 1889-1890, and Chehalis County Surveyor from 1899-1900. He was in private practice in Aberdeen for 30 years until he became Aberdeen City Engineer in 1921. Elwood received an Examination Survey from Surveyor General Cavanaugh in August of 1891 to inspect T15N R11W, surveyed by George J. Gardiner. He reported that all was good except the chaining was out of specification. The Contract of Gardiner was approved anyway.

Elwood received his own Contract in May of 1896 and surveyed it in 1897. The survey of T21N R8W was in the heart of the Southern Olympics, was examined, required correction of notes, and was approved in 1899. In this survey, he inherited distortions of over 10 chains from an earlier survey by Samuel H. Berry, and had to create a sectional correction line to minimize the damage. He received a Joint Contract with Charles Fenner in Pend Oreille County in 1898, but after a year's wait and new specifications, they asked that Robert Whitham do it as compassman. That was refused, and the Contract was cancelled. He married for the first time in 1918 at age 50 to Ellen Cloney, a 54 year old widow, who died in 1932. Elwood lived with his sister in Chehalis for one and one half years until he died there in 1940, and is buried in Aberdeen.

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**Hunt, Joseph**  
 1825-1854  
 Dem  
 USDS  
 Contract 13                   1852  
 (Oregon Terr.)  
 (3/25/1852)  
                                   to  
 Contract 32                   1853  
 (Oregon Terr.)  
 (with Butler Ives)  
 (4/9/1853)

Joseph was born in New York in 1830, and apparently the family had moved to Michigan by 1850. His uncle was a U. S. Congressman for Michigan from 1843-47, as was his last employer, Lucius Lyon, 1843-44. He did everything on the survey crew of William Ives for 3 summers in Michigan before coming to Oregon in 1851 with Ives. Joseph related to Peter Crawford while they were both surveying on Sauvie Island of how he knew William Burt and told of how the solar compass was invented. Joseph was a Deputy Surveyor on his own and a Survey Examiner in Michigan in 1850.

Joseph came to Oregon with William and Butler Ives via Panama, and they arrived in Oregon shortly after John Preston. The first task was to accompany the Ives brothers and Preston to Fort Vancouver, where they surveyed a temporary line South from the West Edge of Vancouver Lake to the Initial Point. From June to August, Hunt worked on the crew of James Freeman, surveying the Willamette Meridian South. Later that year in October, Joseph received a Contract for 3 townships east of Hillsboro, OR and then another in November in the same area. He surveyed several townships from Gresham to Woodburn in 1852.

His first survey in Washington in 1852 was for that small portion of T1N R2E that was North of the Columbia River. In December 1852 he was awarded a Contract Southwest of Forest Grove, OR for 6 townships, where William Byers was compassman. Joseph Hunt and Butler Ives were awarded a Joint Contract for 16 townships in Washington and Oregon along the Columbia River bottoms North of Portland and at Cowlitz Prairie in April 1853. They divided the work, with Joseph again using William N. Byers, the future owner of the Rocky Mountain News in Denver, as compassman for most of his work.

Joseph was killed when the steamer Gazelle exploded at Canemah on the Willamette River on April 8, 1854, just above Oregon City, as Joseph was boarding to go upstream on another survey. He had just received Contract 41 (OR) the week before for 11 townships near Eugene and Cottage Grove. Charley Gardner, the son of the Surveyor General, who was to be a crewman, was wounded by the explosion. Joseph was the brother-in-law by marriage to William Ives and kidded him about being "kin". See OR GLO Surveyors for the maintained version of this information.

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**Hurd, Jared  
Sparks**

1824-1873

Dem

USDS

EX

Contract 7                    1855  
(5/30/1855)

to  
Contract 128                1871



Jared was born in New York, the son of an engineer and State Legislator, and was named for Jared Sparks, a friend of his father and the ultimate President of Harvard University. His father was in charge of the locks at Lockport and built an 18 room stone mansion near the Eire Canal, where some of his children were born. His cousin, Marshal Farnham Hurd, who was one year older than Jared, was orphaned as a baby, raised in Jared's family, and became a noted UPRR and CPRR engineer.

Jared went to California via Panama in 1849, bought an interest in a mill in Nevada, surveyed a 150 mile telegraph line, and mined. He was sick often enough to spend the money he made. He came to Olympia about 1852, and received his first Contract in 1855, which he never finished because of the Indian hostilities. He mustered in as a 1st Lt. in Company B of the Puget Sound Volunteers in October, 1855, serving until February in that capacity. Isaac Stevens then named him an Aide with the rank of Lt. Colonel for the rest of the war.

He was named President of a Military Commission to try two soldiers for killing an Indian. (It resulted in an acquittal.) He did survey the 4th Standard Parallel West to the Pacific Ocean on Contract 7 before the war. James Roberts worked along with the crew as an examiner. By Special Instructions, Hurd and Roberts surveyed 2 DLCs in T18N R2W, also before the war. In 1857-58, Jared examined 4 Contracts in Western Washington. He was awarded Joint Contracts 45 & 46 with Isaac Smith to extend the Puget Sound Guide Meridian to within one mile of the Canadian border and survey 20 townships from Everett to Bellingham. Future U. S. Deputy Surveyors Nathaniel G. Terrill, and Charles A. White were compassmen on some of this survey, and Phillip Thompson was part of the crew.

His next survey was a Joint Contract with Hamilton Maxon, another officer in the Indian War. David Thompson, a very competent Deputy Surveyor from Oregon, acted as compassman for much of the work. David began on the Oregon side of the River, East of Hermiston, where he had left off in his own Contract the year before, and surveyed the Columbia Guide Meridian North, crossing the Columbia River twice near Wallula Gap, and crossing the Snake River just upstream from Pasco.

During the Snake crossing, he made an error of 7 chains North and 15 chains East, that is perpetuated today. He ended the Meridian about 130 miles to the North, on the bank of the Columbia at a point where Grand Coulee Dam would one day be built. Thompson then surveyed the Second Standard Parallel West for about 100 miles to the westerly portion of the Yakima Reservation. There he quit, went South to the Columbia River and home.

Maxon surveyed the First Standard Parallel from Oregon, West to the Klickitat River, a distance of over 100 miles. Hurd Surveyed the Second and Third Standard Parallels East to near Idaho. John Tennant and Edward Giddings were chainmen for Hurd and Maxon. The logistics of getting food and water to a fast moving survey crew would be difficult, let alone several crossings of the Columbia and Snake Rivers, all in what was then a wilderness. Jared received another Joint Contract with James Lodge, who had been a Clerk for Tilton, of four townships around Walla Walla, the first section surveys on the East side. They shared the work. A young James Sheets was a flagman. William Carlton surveyed the township actually including Walla Walla in conjunction with Hurd and Lodge, but under a different Contract.

Jared ran for Thurston County Surveyor in 1855 and 1862 and lost. He somehow secured a position in 1861 as a Clerk in Anson Henry's S. G. Office, despite the fact that Jared was a lifelong Democrat. He and Walter de Lacy were awarded the franchise for a ferry across the Snake River downstream from Lewiston in 1862. He was named Assistant Registrar for the Olympia Land Office at some time before 1855.

Hurd worked under John Trutch for the Canadian Pacific RR, Division "U" in 1871, leading a large survey party to survey preliminary locations near Kamloops. Jared was living in Port Ludlow, WA in 1871. He was 5' 7" with brown hair and grey eyes, and married Anna, the sister of Henry Cock, in 1858, 2 weeks after her 16th birthday, in a ceremony conducted by George Whitworth. He received Contract 128 for two townships at Port Ludlow in 1871, but he was reported very ill in August of 1872 while on the Canadian Pacific surveys. His Contract was cancelled in 1872, and Jared died of a continuing illness in 1873, probably TB. Ten letters of Jared, and of many of other family members, are on file at the Yale University Library. (biography) This is the

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**Hurlburt,****Thomas Mark***1860-1931*

Rep

SES

Special Instructions 1901

to

Special Instructions 1901



OR PE 684. Member ASCE. Thomas was the son of Oregon GLO Surveyor and long time RR engineer, John Quincy Adams Hurlburt, and worked for him as an engineer after he graduated from high school. That work involved the O & C RR from St. Joseph to Roseburg, and from Albany to Lebanon. In 1881 he ran a preliminary RR line from Roseburg to Grants Pass, and then one for NPRR from the Stampede Pass Tunnel to Ellensburg.

Tom married Clara L. Files in Ashland in 1884, and they had three children. He made a reconnaissance survey of the source of the Bull Run Water System for Portland in 1890. In 1896 he was in charge of surveying the RR from Goble to Astoria. He was appointed Special Examiner of Surveys 1896-1907, over several western states at different times. There were 9 examinations in Washington, all in 1901.

Thomas was: East Portland Surveyor, 1885; Multnomah County Surveyor 1886-1891; Portland City Engineer 1891-96, 1907-09, 1911-13; USDS in Idaho, 1906; Principal Assnt. City Engineer in Portland from 1909-1911; Hurlburt and Rands with Harold Rands in 1914; and Multnomah County Sheriff from 1914-31. After Clara died in 1913, Thomas remarried to widow Aina Winquist Dart in Vancouver in 1915. He died while holding the office of sheriff in Portland in 1931. (biography)

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**Hyde, George****Warren***1823-1891*

Dem

Rep

Ch Clerk

USDS

Chief Clerk 1851

to

Contract 33 1853

(Oregon Territory)

(with Josiah

Preston) (April

1853) (portion by

Timothy Davenport

as Compassman



George was born in New York and lived with a maternal uncle after he and his sister, Julia, were abandoned by their parents. He learned the flour milling trade with his uncle. George and Julia came to Oregon from Lockport, IL, with John Preston in 1851, travelling via Panama. They were the siblings of Preston's wife, Lucy. He was the first Chief Clerk in the Oregon Surveyor General's Office under John Preston. In order to receive Contract 6, the first Contract in Oregon for the subdivision of townships, he resigned as Chief Clerk and spent the rest of his time in Oregon surveying Contracts.

Most of his Contracts were in Oregon, beginning in 1851 with Contract 6 near Salem, surveying township subdivisions. He continued near Mt. Angel, Silverton, Lebanon and Philomath in 1852 and 1853, and at the last, near Grants Pass and Medford in 1854-55. These were Joint Contracts with Butler Ives and Wells Lake, with George McFall as compassman. George surveyed one Joint Contract with Josiah Preston, the brother of John Preston, in Washington near Olympia in 1853, also with George McFall as compassman. George returned East to Joliet, Illinois in 1855 and worked as a surveyor for John Preston on the Michigan and Illinois Canal. He married Mary Amanda Howard in 1857, soon after returning, and they had six children. He then ran and owned a flour mill until 1887 when he retired. (biography)



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**Ide, Clarence**  
**William**

1861-1917

Rep

SES

Special Instructions 1892

to  
no more



1895

Clarence was born in Wisconsin, educated in the public schools, and came across the Oregon Trail at 18 with his family to Dayton, WA. He stayed there for two years and then moved to a farm near Spokane. He joined the engineering department of NPRR in about 1883, became self taught in surveying, and worked on the mainline extension from Montana to Washington. In that capacity he platted several towns, including North Yakima and Ellensburg.

Clarence privately surveyed 13 subdivision plats in Spokane, 1887-90. He was elected Spokane County Surveyor 1888-1890, and resigned when he was appointed a Special Examiner of Surveys for the General Land Office in 1890-92, examining 7 Contracts in Washington in 1892. Clarence was elected to the Washington State Senate 1892-1896, while he was heavily involved in Real Estate in Spokane. He suffered financially when everything crashed in the Panic of 1893.

Clarence married Dorothy McKay in Michigan in 1896 and was appointed a U. S. Marshal for Washington 1897-1902, with his office in Tacoma. He had just successfully handled the campaign of Senator John L. Wilson to be appointed by the State Senate. Part of his duties as U. S. Marshal involved managing the McNeil Island Penitentiary. From 1903-1907 he served under a Presidential appointment as Collector of Customs for Puget Sound, with his headquarters in Port Townsend. During his confirmation process, affidavits were produced accusing him of bribery in the 1895 appointment of Wilson. When his term ended as Collector of Customs, politics had changed and the other faction got their candidate in.

Clarence moved to Seattle in 1906, where he engaged in construction contracting with C. E. M. Jones. He was involved in the construction of Green Lake Reservoirs, but the firm failed during construction of the East Howell Street regrade, and Clarence declared personal bankruptcy in November, 1913. Congressman Will Humphrey picked Clarence to run his reelection campaign in 1912. He then became superintendent of construction for the Cedar River Masonry Dam, 1913-1915. He ran for City Council in 1915. He finished his career as Superintendent of Buildings for King County until he died in 1917. His daughter, Irma, married engineer, Daniel Leslie Evans, and was the mother of Governor Dan J. Evans of Washington. Daniel Leslie Evans was the King County Engineer 1946-59. (biography)

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**Imlach,  
William  
Dundas**

1844-1887

USDMS

Mineral Survey

1886

to

no more

William was born in Ontario, Canada, and his father was a flour miller. Both his father and grandfather had served with the Honorable East India Company, and an uncle was a Member of Parliament in Canada. William married in New York in about 1875, and he and his family were living with William's parents in London, Ontario in 1881. He was working for NPRR as a topographer for James Sheets in 1882, and there is a story of him shooting his mule while dreaming of a bear.

William was working in Tacoma in 1885, and in Puyallup in 1886, in both places as a civil engineer. He surveyed one Mining Claim North of Lester in Washington in 1886 and died near Tacoma in 1887. He was married, but his wife was not with him. His wife was back in Manhattan with her daughter in 1900, where the daughter, Grace, married New York Alderman and future State Architect, Franklin B. Ware in 1903. William's son graduated from Columbia University in 1899 as an artist and was a friend of Franklin Ware.

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**Iverson,  
Ferdinand  
Abraham,  
"Frank"**

1871-1945

Comp

Contract 408 (as  
compassman for  
Oliver B. Iverson)

1893

to

no more

Frank was born in South Dakota and came west with his mother and several other Norwegians in 1876 to Stanwood, where his father, Oliver had purchased a farm. He moved with them to Olympia in 1882, to Whatcom in 1885, and to Seattle in 1892, where he was listed as a surveyor. He was a chainman for his father in 1884 near Deming, and in 1893 he was a compassman for his father on the Wenatshapam Fishery Tract for the Indians at Leavenworth. In this case they followed the instructions of the Surveyor General, but the Commissioner said the instructions were wrong after the survey was finished. They waited years to collect their money. He married Hilma in 1892 in Seattle, and they were still living there in 1900 where he was a police officer.

By 1910 Frank was a contractor living at home with his parents in Olympia, his marriage status unknown. He was a general foreman for the Copper River and Northwestern RW in Alaska from 1911-12 and was living in Chitina. In 1912, he was president of the Good Home Mines in Alaska, having spent a year tunneling to reach a rich vein. He homesteaded at McCarthy in 1917 and operated the McCarthy Dairy in the 1920's. Hilma had remarried in Fairbanks in 1912, and he had remarried to Anna by 1920, and was in Kennicott, Alaska. He and Anna were still in McCarthy, Alaska in 1943, when they were stockholders in the Yellow Band Mining Co. He died in Island County, Washington in 1946.

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**Iverson, Oliver  
Borsheim**

1844-1940

Rep

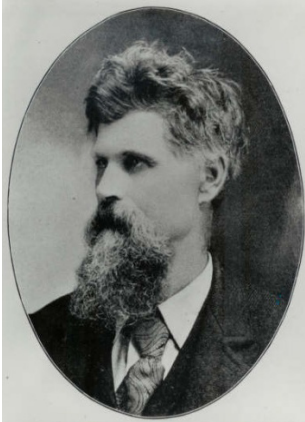
USDS

Dr/Clerk

Contract 246            1878

to

Clerk                    1903



Oliver was born in Hardanger, Norway and came to the U. S. in 1857 with his family. In Norway he was Ole Iverson Borsheim. They settled in Iowa, and in 1862-65 he served in Co. D., 6th Iowa Cav., doing Indian patrol in the Dakotas and Montana. He married Maria Danielson in 1866 and after being wiped out by a hailstorm, moved with his family to a homestead in South Dakota near Sioux Falls.

Oliver was elected to the South Dakota Territorial Legislature 1869-70, and was also elected as County Treasurer and Probate Judge. In addition he was a GLO Surveyor, ran a sawmill, burned lime, practiced law, collected taxes and was appointed a Clerk for the U. S. District Court. In 1874 he was appointed an immigration commissioner, causing him to travel to Norway, where he became acquainted with Peter Leque, his future son-in-law. Grasshoppers wiped him out again in 1874, and in 1875 he did an exploratory trip to Puget Sound, and soon upon arriving became a crew member of Ross Shoecraft in a GLO survey on the Stillaguamish River. He reported back to his fellow Norwegians in Dakota, who along with Oliver's family, all moved west. With the others, he bought Leque Island, diked it and built a farm there.

He had found that area so favorable, that he recommended it to more Norwegian friends, causing a Scandinavian settlement at Stanwood. He was elected to the Territorial Legislature in 1876-77 from Snohomish County, and received his own Contract to survey a township on the Stillaguamish East of Arlington in 1879. He surveyed a township at Maple Valley in 1880 and another East of Arlington in 1881 that was probably actually surveyed by Oliver, since the dates in the notes overlapped the surveys at Wenatchee.

In 1881 he did a preliminary survey for a canal from Olympia to the Chehalis River with William Jameson, although it is reported that Albert Treadway did the work. Oliver entered into a Joint Contract with Gilbert Ward for a survey East of the Cascades for 9 Townships, South of Wenatchee, in which it is apparent that William Jameson was a Compassman.

The first township was actually at Rochester and was surveyed by Ward. The last two townships were South of Cle Elum and were probably surveyed by Jameson as compassman. Jameson notarized all of both the preliminary and final oaths for the work on the East side in this contract. He was an experienced U. S. Deputy Surveyor, but was a poor surveyor and would be later charged with timber fraud. The work here was not done well. The official notes divide the work between Iverson and Ward. Washington Frazier, a long time Olympia and Tacoma surveyor, and friend of Iverson, was an axeman most of the summer on several townships.

The next Contract was East of Auburn in 1882 with Charles M. Park as Compassman. Oliver surveyed several townships in 1883 around Lake Whatcom using Charles Park, J. H. Nesselroad, Peter Leque, Norman Smith and Isaac Galbraith as Compassmen. His last Contract in this era was also near Lake Whatcom, for two townships in 1884. Up to this point there is no record of his work being examined. Much of it, thanks to the compassmen, was done poorly. It must not have been profitable, for he and Maria were sued for foreclosure in 1884 and 1885. However, he had just patented nearly 4000 acres of timberland in 1884 on the Copalis River and on Chemois Creek in Grays Harbor County.

Oliver moved to Olympia in 1882 and then to Whatcom from 1885 until 1891 when he moved to Seattle. He was a Draftsman in the Washington Surveyor General's Office 1892-93, and was superintendent of the Queen City Mining Company in 1891 and 1895. In 1887 he surveyed the townsite of Geneva on Lake Whatcom and was a chainman for Amos Bowman for the surveys of Hat and Saddlebag Islands near Anacortes.

While working as a Draftsman for Surveyor General Amos Shaw he was given Contract 408, the task being to survey the Wenatshapam Fishery, which had been given to the Wenatchi and Yakima Indians in the treaty of 1855. He received Special Instructions and proceeded to interpret and survey the Reservation, six miles square, at the junction of the Icicle and Wenatchee Rivers, near Leavenworth. The Indian Agent in Yakima also had been directed to locate the Reservation, and he showed up while Oliver was in progress. The Agent directed him to obliterate what he had done, and go some twelve miles upstream to Fish Lake and survey it there. Oliver obliged and turned in his survey, which included several existing homesteads. His son, Ferdinand was the compassman on this survey.

It was rejected by the Commissioner because he didn't follow the Special Instructions. He and Shaw appealed, Iverson was paid, the new Reservation was never created and the Indians were paid \$20,000. The issue was still in court in 2010. Upon finishing the field work for the Fishery, he began Contract 409 for 10 fractional townships within the Yakima Reservation. He turned in the survey on December 23, 1893. The Washington Surveyor General approved the work, but the Commissioner had it examined by Henry Newby and 2 townships were rejected. Those original plats and notes are in the Archives in Washington, D. C. He appealed by letters, but in 1899 Oliver went back to Yakima to survey about 10 miles of corrections, mostly on the Boundary of the Reservation. He was paid for Contract 409 in 1903, and that was his last Contract.

He lived in Stanwood for two years before again working as a draftsman in the Surveyor General's Office from 1899-1912. Oliver bought a Ford Touring automobile in 1914. He and his wife were living with their daughter in 1920 on Whidbey Island. Maria died in 1921, and Oliver was living with his son in Olympia in 1930, and in 1940 at his death, it was reported he had been confined to his bed since 1923. He sired 14 children and was also a prolific and excellent writer. He died in Olympia at age 95. (biography)

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**Ives, Butler**

1830-1871

Dem

USDS

Contract 32                    1853

(Oregon Territory)

(with Joseph Hunt)

(4/9/1853)

to

no more



Butler was born in New York, the youngest of 10 children, and was the brother of William Ives. He worked on survey crews for his brother in Michigan in 1848-49, along with Joseph Hunt, and was a Michigan GLO Surveyor on his own in 1850. While attending Lodi Plains Academy in preparation for the University of Michigan, he received an offer from his brother to come West to survey in Oregon. He went with William Ives in 1851, arriving May 10th, about ten days after Preston and his group. His first task was to do a reconnaissance survey South from the West edge of Vancouver Lake on the Willamette Meridian with William Ives and Joseph Hunt.

Butler was in the survey party of William Ives on the survey of the North leg of the Meridian. He was listed as an axeman, but was actually handling the logistics and packing of supplies for a rapidly travelling crew. Fulfilling his promise to Preston, upon reaching the Cowlitz River, he returned to Oregon City with the notes up to that point, and to begin surveys of his own. He received 4 Contracts near Portland and the Willamette Valley, before receiving the first Contract in Washington after the Meridian. It was a Joint Contract with his friend, Joseph Hunt, involving 8 townships between Castle Rock and Toledo, and 8 townships between Vancouver and Woodland. They shared the work, with Butler using George McFall as Compassman, and Joseph using William Byers as Compassman.

Butler received two more Contracts, both in the Rouge River Valley, made exciting by the Indian hostilities. George McFall continued as Compassman. Butler's pay was cut retroactively, and he felt it was time to go home. He returned East in late 1854, and continued his work as a Deputy Surveyor in Michigan in 1855. He married Harriet F. Wing in 1857, and they had 5 children. He was named Deputy Surveyor General of Nevada in 1861, and as such surveyed the Mount Diablo Meridian from California into Nevada and several Standard Parallels in the Carson Valley.

That office was shortly abolished, and he went on to build, and partly own, Kings Canyon Road, a toll wagon road from Carson City to Tahoe in 1863. It was 25 miles long, 18-25 feet wide through the Sierras, and lasted for many years, providing access from California to the gold mining in Nevada. He had 250 men at work on the construction. It included a bridge anchored into a 300 ft. cliff, 100 feet above Lake Tahoe.

Butler was named a Joint Commissioner for the California and Nevada state boundary survey in 1863 with J. F. Houghton, but delayed his participation until his road was finished in November 1863. Houghton finished the leg North of Tahoe by then, and they jointly surveyed the diagonal leg the next year. The civil War and lack of money prevented its completion. Two more surveys of this boundary by others were needed before acceptance. He then became Locating Engineer for the route of the Central Pacific RR from Sacramento to Salt Lake 1866-69, ultimately having hundreds of men in his charge.

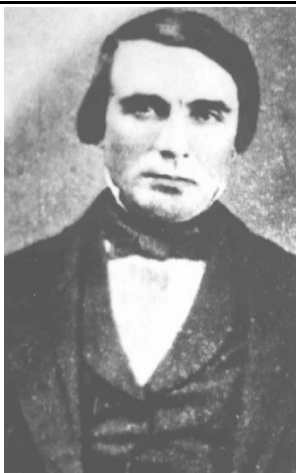
Butler died in California on Christmas Day in 1871 as engineer for the RR when he fell from a travelling rail car on a trestle while inspecting storm damage near Vallejo. He was found some 250 yards below the RR in a tule, and the cause of death was determined to be drowning. He had been in a fight over a card game the week before, and had a large gash on his forehead. His diaries are kept at the Western Reserve Historical Society, Cleveland, Ohio and are not available for copying. We will have to rely on Kay Atwood's excellent account of his work in the Pacific Northwest, for she had access to the diaries. See OR GLO Surveyors for the maintained version of thjis

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**Ives, William***1817-1874*

Dem

USDS

Special Instructions 1851  
toContract 2 (Oregon 1851  
Territory)

1853

William was the brother of Butler Ives and the brother-in-law by marriage of Joseph Hunt. He was born in Massachusetts, moved with his family to New York by 1830, and came to Michigan in 1839, where he started surveying as a chainman for USDS Lester Latham along with his brother, Holmes. He continued another year in that capacity for Latham. He apprenticed to William Austin Burt in Michigan in 1844, acting as compassman on the survey that discovered the iron ore at Teal Lake.

William was noted as injured on that survey, with a thorn in his leg. In 1846 he was allowed to act as compassman to finish the Contract of Dr. Douglas Houghton, who had drowned in Lake Michigan the previous year. He continued as a GLO Surveyor in Michigan from 1846-1850, using his brother, Butler, as chainman and compassman much of that time. Joseph Hunt served on the crew 1846-49, until he received his own Contract. In early 1851 he purchased an interest in a building in downtown Detroit with his cousin, Stephen Ives, that would house his cousin's stock brokerage.

William was asked by John Preston to take an important part in the new GLO surveys in Oregon. He asked His brother, Butler, and former survey assistants, Joseph Hunt, Robert Hunt, Loren Williams and Robert Brevoort to come along. William and his party travelled to Oregon via Panama in 1851, from March to May, arriving ten days after Preston and his party. He surveyed Contract number 2 in Oregon, which was the northern leg of the Willamette Meridian to Puget Sound, and the eastern and western legs of the Baseline, from the Coast Range to the Cascades. Before proceeding, he did preliminary reconnaissance and surveying to determine the position of the Initial Point. Robert Brevoort was a chainman, and Butler Ives was axeman/packer. He finished Contract 2 in August 1851, and returned to Preston to receive several Contracts in the Willamette Valley.

Desiring to marry, and not wanting to spend another winter in Oregon, William returned to Gross Isle, Michigan in late 1852. He married Sarah Hyde in the April of 1853, and they had four children in the next 11 years. William became Monguagon Township Supervisor from 1860-64 and in 1867, and Wayne County Surveyor from 1863-1865. He farmed at Grosse Isle from 1852-74, selling produce. When his first wife died of cholera in 1864, he married her younger sister, Lydia Hyde, two years later. He died on Grosse Isle of pneumonia. William is honored by a stone bench at Willamette Stone Park in Portland, at the Initial Point he established. See OR GLO

**Ivie, Benjamin**

**Franklin**

1849-1891

Dem

USDS

Special Instructions 1885

to

no more

Born and raised in Tennessee, the third oldest of 12 children, Benjamin was noted as an engineer in a survey party in Seattle in 1882, about to survey a RR route to Montana. He was elected Cowlitz County Surveyor from 1884-89. A sister, Alice Ivie Williams and her husband were here also in 1885, and a brother, James came by 1888. In 1885, while living in Toutle, he applied to the Surveyor General to have an island in Silver Lake surveyed, and later in the year he was awarded the job. Benjamin was living in Castle Rock, and then had a surveying office in Tacoma in 1891. He died alone near Ashland, Oregon, while travelling on a train from San Francisco to Portland. He is buried in Chehalis, where his brother and sister were living at the time. He apparently never married.

**Jackson,**

**Robert S.**

1839-1916

Comp

359 (as

1894

Compassman for  
Elijah Wade)

to

no more



1872

Robert was born in New York, but moved with his family to Kent County, Michigan by 1850. He was there as a surveyor in 1860, married his first wife, Sara, in 1863, and became County Surveyor by 1870. Sara died in 1873 from a bacterial infection incurred during childbirth, and in 1875 Robert was married to his second wife, Nancy Jane Barton, and still was working as a surveyor. He moved to Aberdeen, WA by 1888, and was noted as an experienced surveyor, until at least 1900.



While in Aberdeen, he surveyed 20 subdivision plats, and worked as a deputy county surveyor. In 1894, Elijah Wade hired him as a compassman to resurvey the South boundaries of T16N R7,8W for the Commissioner to verify Wade's results, which were satisfactory. Jane died in 1891, and he married again in 1891 to widow Angeline Pershal in Michigan. In King County, WA, he surveyed 4 subdivision plats between 1911 and 1913. Robert was retired in Los Angeles in 1905, died there in 1916, and is buried back in Michigan beside his first wife Sara. Angeline died in 1913, and her remains were sent back to Athens, Michigan. Since before 1863, Robert was blind in his right eye.

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**James, George**

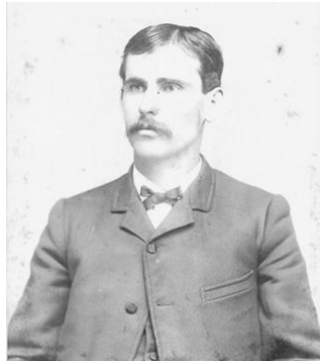
1859-1925

USDS

Contract 343            1890  
(6/10/1890)

to

Contract 387            1892  
(6/17/1892)



George was born in Iowa, the son of a an Irish immigrant plasterer and was with his family in Davenport, IA in 1870. He had moved to Washington by 1884 when he made the first ascent of Mt. Rainier from the north side, and platted Tye City, now a part of Monroe, WA, also in about 1884. The censuses of 1885, 1887 and 1889 for Snohomish listed him as either a surveyor or E. E. (electrical engineer), and in 1887 he married his wife, Lillian Ward, in Snohomish.

In 1890 George received Contract 343 for the survey of two long-awaited townships on the Stillaguamish between Arlington and Oso, and another at Granite Falls. It was examined in 1891 by James DeWitt and approved in 1892 with no corrections. During this survey, Lake Riley in T32N R7E was named for W. Riley Pearsall, an axeman on the crew. George's last Contract and township in 1892 was just South of the previous one at Granite Falls. It was examined by Sewall Truax in 1893 with no corrections, and approved in 1894.

It appears George is listed in the Dawson City Directory in 1901, and in about 1903 he was part owner and operator of Ophir Creek 14, a placer mine on the Seward Peninsula. The article states that he had moved in a steam shovel to increase production, and the claim was very profitable. His wife was in Everett in 1890, and George and part of his family were living in Nome in 1910, where George was a civil engineer and the proprietor of a hotel called Elite Baths, which had steam heat and electric lights. The hotel was completely demolished in a severe storm. In 1920, he and his family were back in Snohomish, living with Lillian's parents. He died in Snohomish.

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**Jameson,  
William  
"Billy"**

1841-1902

USDS

Contract 146

to

Contract 245

(9/30/1878)

1872

1878

William was born and raised in Maine, until he enlisted with the Navy in 1861. He served as an ordinary seaman on the USS Ohio and Colorado, until he mustered out in 1863. He arrived in Washington in May 1865, and by 1870 he was a "lumberman" at Union on Hood Canal. Freeman Brown used him as a chainman for three townships on Contract 129 in Cowlitz and Lewis Counties. He received his first GLO Contract in 1872 on Hood Canal. In 1873, he was a chainman for Walter Hall on Contract 167. In that year he received another Contract for two townships West of Port Angeles on the Strait. He married before 1875, and after his wife, Mary, died in 1878, he remarried in 1879.

After surveying T23N R3,4W in 1874, he projected the survey unofficially to the West to the other side of Lake Cushman for the settlers residing there, or for the timber company. Somehow the 1/4 corner to the North of Lake Cushman on the Range Line is about 1400 feet too far West, and his projections were all wrong. Clinton Pulsifer did the real survey in 1892, and after a lot of negotiating, those sections were left 8+ degrees off cardinal to appease the settlers that had relied on Jameson's unofficial work. A settler quoted the Chief Clerk as saying that "Pulsifer owed him money, and that was the only way he would get paid back"

He continued in 1873 and 1874 with two townships East of Redmond, and three townships East of Centralia. He used Washington and William Frazier and Ignatius Navarre as chainmen. From 1875-77 William surveyed three Contracts, all on Hood Canal and again with Washington Frazier as chainman. He surveyed at Sedro Woolley and then back to Hood Canal in 1878. His last Contract was West of Bremerton in 1879.

He surveyed a plat in Mason County in 1879, and a canal from Black Lake to Budd's Inlet in 1881 in partnership with Oliver Iverson, although it is reported that Albert Treadway did the work. He was in Eastern Washington on Contract 267 for Oliver Iverson and Gilbert Ward in 1881, where he notarized all of the preliminary and final oaths of the crew. He was probably the compassman on several townships. William was in Seattle as a surveyor in 1880 and in South Bend as a sawyer in a lumber mill in 1900. He used special knowledge to file a Homestead Claim West of Raymond in 1889, but lost it to another claimant.

He was associated with the Washington Mill Company in the survey of the townships West of Hood Canal under suspicious circumstances. Jameson was later arrested for conspiracy to defraud the government through bogus timber entries. He probably noted fictitious entrymen in his notes, so that the timber company could have paid men to file under those names. Forestry representatives note that he apparently moved his survey lines to include rich timber stands into selected parcels. William was a timber cruiser and land locator in the timber industry for many years.

In 1891 he was charged by the Federal government with stealing deeds from the General Land Office in a scheme to get title to \$900,000 of timberland, and fled to British Columbia. While there, he suffered a stroke and was partially paralyzed. He was found and extradited, and plead guilty. When the Pennsylvania Syndicate he worked for, which included a Congressman, failed to go bail or to provide for his family, he turned states evidence. He said that he had over time fraudulently arranged for 70,000 acres of timber land to go to the Syndicate via fictitious entrymen. He also admitted that he stole the deeds in order to arrange for a fraudulent deed to go into the records, which would be obvious when they were challenged. His sentence is unknown.

In August 1900, William applied to the Washington Soldiers Home at Orting for admittance. His application noted that he also had an alias of "William Christian", which he had used when he enlisted. He was suffering from chronic rheumatism and partial paralysis, and was admitted from September 8-21, and discharged. He was readmitted in September, 1901 and discharged again in that November. He died of heart disease at Whatcom, where his son was living, in 1902. He patented 80 acres North of Willapa Bay in 1902 and about 40 acres in 1889 in Skagit County in a township he had surveyed.

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**Jeffery, James  
Cliff**

1865-1934

USDS

Contract 362            1891

to

Contract 488            1895



Born in Michigan, James was in Seattle in 1889 and an employee of Scurry and Owens in 1890, which is the year he married his wife, Minnie Buzzard. He received his first Contract, No. 343, in 1891 for T13N R9W, just South of South Bend. It was examined by Windom Spearin with no corrections. The Commissioner deducted \$600 because he felt that the conditions of timbered land had not been met.

James appealed and eventually prevailed. His second Contract was for 4 townships centered on South Bend. T16N R9W was submitted in 1894 and approved in 1895, with a statement that all assistants resided in the township. T15N R9W and T14N R10W were approved in 1895 after Bone River was meandered in the field and some corrections were made. T14N R6W required further corrections in the field and was approved in 1896. His last GLO contract for was T14N R5W in 1895, a township that had a perimeter with distance errors of up to 20 chains, and direction errors of 5 degrees. The contract and Instructions were approved in 1896, and he turned the survey in in 1897. It was examined by N. B. Sweitzer in 1898 and the report of exam was made in 1899, which said the survey was unacceptable.

James requested the notes of the exam, but was refused, and told to correct the survey. He asked for help, but was given the same reply. Work of correction commenced in March 1900, but Jeffery made no submittal. He was given one more ultimatum before the Contract was cancelled and the township was given to George Stocking in 1901. Stocking had to create two sectional correction lines and create government lots all around the perimeter of the township. James was given the opportunity in 1897 to take over for Lucien Robe as Compassman for Contract 487 in T35N R12E. He was named Deputy Surveyor in 1897, but said he could not afford to do the work until the approval of T14N R5W was settled. His work with Contract 487 was cancelled in May of 1900 and the township was issued to others.

James was a transitman for a State Land Plat in 1897, an incorporator of a railroad in Alaska in 1905, and the assistant city engineer for Seattle from 1897-07. He resigned in 1907 two weeks before taking a position with the Rainier Development Company who would win the bid to move 6,000,000 yards of earth on the Denny regrade at a premium price. James was offered 25% interest in the firm, to be paid out of profits for the project. Once the contract was awarded, they assigned the earthwork to another firm for a \$300,000 profit on that item. Since James was a partner with Reginald Thomson in Hoosier Investment Corporation at the time, the newspapers made a semi-scandal at the time.

In 1908 he was President of the Northwest Society of Engineers in Seattle, with whom he had been associated for several years. He was also a member of the Arctic Club. James was noted as a civil engineer in Seattle in 1900, 1910 and 1920, a contractor in 1923, and was retired in Los Angeles in 1930, where he had moved in 1924 for health reasons.

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**Johnson,  
Hezekiah  
Harris "Ki"**

1849-1923

Rep

USDS

Contract 606

1903

to

Contract 651

1907

OR PE 539. Hezekiah was the nephew of Jasper Johnson, and the son of pioneer minister, Hezekiah Johnson. His father came across the Oregon Trail in 1845, and settled near Molalla, OR. Hezekiah was born in Oregon City in 1849, was elected Clackamas County Surveyor for 1886-88 and 1915-20, and worked as deputy county surveyor many times in between. He was a U. S. Deputy Surveyor in Idaho on his own in 1884, received a Joint Contract in Idaho with Ernest Rands from Oregon City in 1896, and another in Idaho with Harold Rands in 1897. Hezekiah also was elected Clackamas County Clerk 1888-1892. He was awarded a Joint Contract in 1895 with Ernest Rands East of Salem, where they shared the work.

He received another Joint Contract with John David in 1898 for four townships in Malheur County, and they both signed all the oaths. He had a Joint Contract in 1899 with Hugh Smyth in Malheur County for seven townships. Hezekiah surveyed one of the townships, and the rest were surveyed by both. After a Contract on his own in 1900 near Roseburg, he was awarded a Joint Contract again with Rands in the very Southeastern corner of the state. They shared the work.

In 1903 Hezekiah contracted for 15 townships within the Spokane Indian Reservation, with his success due to being the low bid, and against the recommendations of the Surveyor General, who was in favor of Alfred Ruth and Elmer Lenfest. His subdivisions of T29N R40E disclosed a previous error by Benson Surveyor, James Hull, of 2000 feet in the meanders of Chemokane Creek, which is the Eastern boundary of the Reservation. He needed to do a retracement of the North Boundary of the Reservation in 1905, and used Stephen Hungate, an experienced Deputy Surveyor, as compassman.

Hezekiah was a partner on a Joint Contract with Atress M. Kirchem and his compassman, Stephen Hungate, in 1905 in Idaho. Hezekiah married Anna Josephine Day in Clackamas County in 1886, had daughters in 1887 and 1888, and lost one of the daughters in 1888 and his wife in 1889. He and his first daughter, Violet, were living with his sister, Amy, in 1910, and he lived alone in 1920, at both times working as a surveyor for Clackamas County. He died in Clackamas County and shares a headstone with his sister Amy next to the tombstone of their parents. (biography) This is the maintained version of this information.

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**Johnson,  
Jasper William**

1837-1918

Rep

USDS

Contract 63 (with 1862  
George House)

to

no more



1872

Jasper was the uncle of Hezekiah H. Johnson. He came across the Oregon Trail in 1846 with his father, was schooled locally and studied law. Jasper married Mary E. Post and was admitted to the bar in OR in 1857. He moved to Seattle where he was elected King County Auditor, and then Washington Territorial Adjutant General in 1859, where he was influential in the Pig War, serving until 1862 as a Brigadier General.

Since he was active in Republican politics, he received a Joint Contract for two fractional townships at Elma in 1862 with George House, a prior compassman for the then Surveyor General, Anson Henry. They lost money on it, supposedly because they were paid in greenbacks instead of gold. A subsequent survey by James Berry in T17N R6W showed that their chaining was short three chains per mile. There is no history of surveying in his experience except for the GLO Contract with George House, and the Contract probably was a political payoff. He was a judge in Eastern Oregon and then owned the Lafayette Courier newspaper from 1864-68. In 1873 he was Secretary of the Liberal Republican's national convention, nominating Horace Greeley.

By 1874, he was a lawyer in Washington, D. C. on Pennsylvania Ave. in the Adjutant General's Office. While in Washington, D. C., he and Mary were divorced and he married Hannah Rebecca Jamison by 1878. In 1887 he was named U. S. Deputy Collector for Alaska Territory in Juneau, where he was also admitted to the bar and helped write the city charter.

In 1890, he moved to Denver as a lawyer, where he struggled with alcohol addiction and enrolled in the Keeley Institute for some rehab in Colorado Springs in 1892, and proclaimed himself cured after leaving. He died in a sanitarium in Pueblo in 1918, where he was brought for a nervous breakdown some time before. His father is the namesake of Johnson Creek in urban Portland. He authored the book, "Philosophy of History Related to Worship" in 1907. There are personal papers of Jasper Johnson at the University of Washington. (biography)

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**Johnson, Louis****J.**

1838-1904+

USS

Special Instructions 1903  
(3/12/1903)

to

no more

Born in Ohio, Louis began surveying at age 12 and running compass at age 13. He surveyed in Iowa, Michigan and Minnesota before going into the insurance business in Iowa and then Kansas from 1865-1885. He married his first wife, Bess Elliott in 1863. In 1868 he was Vice President of Home Insurance company in Topeka, and moved to Elk Falls, Kansas in 1869, where he was County Surveyor until at least 1885. He married again in 1873 to Mary Stout, who was killed in 1875 when her foot got caught in a stirrup of a horse, leaving a baby for Louis to raise. He again married, this time to Jennie Lewis in 1876. He built a flour mill at Elk Falls and sold it in 1875. Louis received a patent in 1878 for improvements to a water turbine grinding wheel, and another in 1880 for a car coupling.

He was a surveyor, with his family, in 1885 at Elk Falls but not in 1895. His wife, Jennie, was then by herself in Topeka. Louis came to Oregon in 1889, and in 1900 he was the co-owner of a quartz mine at Northport, WA, which he sold in 1900. This was the Claim he surveyed for the General Land Office in 1903 at the request of a Homestead Entry claimant, because the Mining Claim had superior title over the HE. At least one of his sons, Malphus, was with him in 1903 at Northport. Malphus owned a farm in Tillamook County, OR, and Louis is buried nearby in Bay City beside his son. (biography)

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**Joslyn, Howard****R.**

1869-1920

Partner

424 (with 1893  
Alexander M.  
Reynolds)

to

no more



1895

Howard was born in Indiana, and was in Seattle by 1889 and 1892 when he married Lois Sheafe, and was listed as a financial agent. In 1893 he partnered with Alexander Reynolds for a survey Contract, and they both borrowed money for the venture. Howard signed a note for \$400 to O. S. Johnson. The Contract did not go well, and was never finished or approved.

Howard was sued for the note and had a judgement imposed on him. When in 1900, Mr. Johnson garnished his wages, Howard declared bankruptcy, but never finished the process. He was named the City Electrician in 1907, and was publicly challenged as a deadbeat by Johnson during the confirmation. Howard prevailed, and in 1905 and 1920 he was listed as an electrical engineer, working for the City of Seattle. Howard died at age 50 in Seattle in 1920.

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**Keepers,  
George Andrew**

1853-1915

Rep

IAA

Special Instructions 1895

to

Special Instructions 1901

Born in Ohio, George was still there in 1879 when he married Sarah E. Sinclair. By 1895, he was named a Special Allotting Agent in Sauk Valley, Washington where he continued the work of Bernhard Arntzen. He was in Helena, Montana in 1900, and in 1901 he was directed to proceed to The Dalles, Oregon where he was to do nonreservation allotments in Klickitat County, The Dalles, and Walla Walla County, Washington. George continued as an Allotting Agent into 1904 when he was working on the Ponca Reservation in Nebraska. He was listed as an Allotting Agent in 1909, and was a civil engineer in Navaho County, Arizona in 1910. He was back in Ohio in 1915 when he died. This is the maintained vedrsion of this information.

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**Kiehl,  
Chesterfield  
Hammond  
"Chester"**

1862-1938

USDMS

Mineral Surveys 1897

to

no more



1901

CA PE 3518. He had a bond only as U. S. Deputy Mineral Surveyor. Chester was born in Ohio, and was still in school in 1880 in Dayton, Ohio. He was a surveyor in 1886-87 in Dayton and came to Washington in about 1888. His younger brother Ambrose followed shortly, and also worked as an engineer. Chester worked for Scurry and Owens in 1889, Martinius Stixrud in 1891, Richard Nevins in 1892, and Ames and Adams in 1893.

From 1891-97+ he was involved in the Mt. Springs Water Co. that supplied water to South Bend, WA. The city didn't pay and the Company sued, with the outcome at the Ninth Circuit being that the city had entered into an illegal contract and didn't owe the money. In 1900 he obtained a franchise to supply electric power to Montesano for 50 years, although it was revoked in 1907. In 1897 he obtained a bond as a U. S. Deputy Mineral Surveyor, but never finalized a survey. In 1898 he shipped a stack of supplies to Alaska with the intent to go prospecting. In 1901 he was in Dawson, and in 1901-02, he was Vice President of C. Z Miles and Piper Company in Seattle.



After that he was on his own as a civil engineer and surveyor in Seattle until at least 1923, sometimes with his younger brother. Chester was a director in the Anti-Saloon League in 1908. He married Selma A. Lindberry at age 39 in 1904, and had three daughters soon thereafter. By 1928, Chester was in Los Angeles with his family as a civil engineer, and Ambrose was a widower and civil engineer in Wyoming with his daughter Miriam. Chester died in Los Angeles in 1938.

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**Kimbrell, John**

**Wilson**

1843-1929

Rep

USDS

Special Instructions 1905  
WA (12/16/1905)

to

no more

Born in Kentucky, John was in Missouri in 1874 when he married Joanna Norman, and in 1876 when their first child was born. Future U. S. Deputy Surveyor Geary Kimbrell was born to them in Oregon in 1877, and the 1880 census lists John as a sewing machine agent in Union County. He obtained a patent for 320 acres near North Powder in Union County in 1883-84. He received a Contract in Oregon for two townships by Special Instructions in 1888 and another in 1891, for two townships. all East of Milton-Freewater. The latter was examined by James DeWitt. John was a Special Examiner of Surveys for two Contracts in Oregon in

Oregon Contract 700 for one township near Tollgate was his last Contract, and after three exams, it was ultimately approved after corrections in the field in 1903. His final returns were lost in the mail, and he had to recreate them, including the final oaths. In December 1905 he was given Special Instructions by the Washington Surveyor General to survey an island in the Columbia River above Umatilla. He was Umatilla County Surveyor from at least 1905-1910, and died in 1929 in Pendleton. For some reason, he remarried to his wife, Joanna, in 1914 in Moscow Idaho, but she died in Pendleton in 1915. See OR GLO Surveyors for the maintained version of this information.

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**Kingsbury,  
Edward Phipps**

1855-1925

Rep

S G

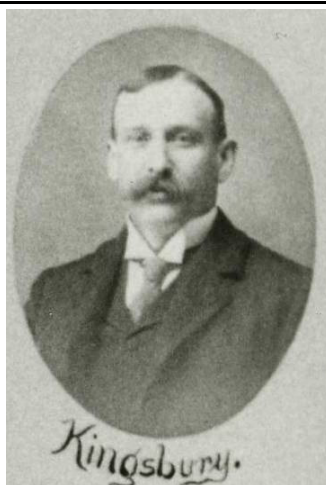
Washington

1899

Surveyor General

to

no more



1898

Edward was born and raised in Massachusetts and graduated from Harvard in 1879. From 1884-85 he was an examiner in the Pension Office in Washington, D. C. He was a teacher and Superintendent of Schools in Holliston, Massachusetts, before coming to Centralia, WA in 1889, where he entered the hardware and grocery business, served as City Councilman and Mayor, and was elected to the Washington State House of Representatives 1898-1899.

Edward was appointed Surveyor General in 1899 by President McKinley (R), serving until the Presidency of Woodrow Wilson (D) in 1913. He had campaigned for U. S. Senator Forster prior to his first appointment, and Senator Forster assured his first reappointment. His last reappointment was probably due to his friendship with the new Secretary of the Interior in the Taft administration. The office transitioned from the Contract system to the Direct system in 1910 while he was in office. He lost all his possessions when the Olympia Hotel burned in 1904. He had never married by 1913, returned to Holliston, MA by 1917, and was listed as retired at that time. He died in Holliston in 1925.

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**Kingston,  
William Paul**

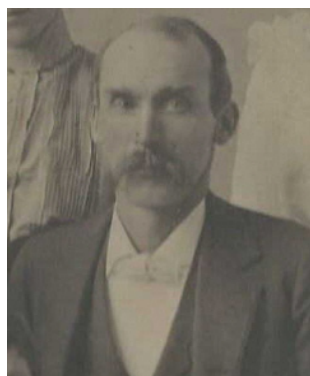
1857-1917

USDS

Special Instructions 1895

to

no more



William was born in Necedah, Wisconsin, the son of a wealthy lumberman and State Legislator from 1856-83, educated locally, and at least attended the University of Wisconsin in 1876. His next younger brother, John, graduated from there in 1886. William married Margaret Bell Stephens in Wisconsin in 1880, moved to South Dakota in 1883, and then to Minnesota in 1889.

He came from Minnesota to Washington as a lumberman by at least 1890, when he was a partner in the development of Edmonds and a major prospector at Monte Cristo. The "Place Names of Washington" lists him as the namesake of Kingston, WA, but the web page of the City of Kingston refutes that. He was residing in Everett in 1892 with his parents and the rest of the family.

The one GLO survey he did was only about 3 miles from Edmonds in 1895, which involved the survey of an island in Lake McAleer. His notes were returned to him for corrections in 1896, and after a year of no response, the survey was cancelled in 1898 and given to Byron Majors in 1899. William was a lumberman in Everett in 1900, and he was a farmer in the irrigated portion of Yakima County at Granger in 1910. He moved to Seattle in 1903, and was there with the Mann Lumber Company in 1909. His wife was a music teacher, and her sister was a well known singer. William died in Seattle in 1917.

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**Kinnaird,  
David W.**  
*1852-1916*

Rep  
SES  
Special Instructions 1899  
to  
Special Instructions 1899

David was born in Saratoga Springs, New York and graduated from Union College at Schenectady, NY. His family moved to Illinois and Iowa, after 1864, and his father died before 1880. Shortly after graduating, he worked for the Corps of Engineers in Missouri, North Dakota and Arkansas from 1879-80 before he came over the Oregon Trail in 1880 to Oregon. By 1890, his widowed mother and his sister, Louise, were living in Portland. He lived with them in 1896. In that year he was appointed a U. S. Deputy Mineral Surveyor, but has no plats in the record. He had a brother T. J. that worked for the RR in OR and WA, and another brother William H. that was a Deputy Surveyor in Idaho.

David was elected Clackamas County Surveyor 1894-96. He was named as a Special Examiner of Surveys in Oregon and Washington from 1897-1902, including 69 exams in Oregon and 17 exams in Washington. In 1900 he married Rena Strange, a widow with three children. They had one son in 1903.

During 1902, it was alleged that he fraudulently affirmed the existence of fictitious entrymen noted by the Deputy Surveyor, Rufus Moore, in T27S R26-30E in Oregon. For that he was indicted for surveying fraud by the Feds in 1905, along with Henry Meldrum, Rufus Moore, and Frank Van Winkle. Henry Meldrum was sentenced to three years at McNeil Island Federal Penitentiary, but the fate of the others is unknown.

David surveyed many private plats in Eastern Washington from 1907-1914 in Kittitas, Grant, Adams, Whitman, and Spokane Counties, and was elected Spokane County Surveyor in 1913. In about 1908, he was a townsite engineer for the CM&SPRW, and then surveyed the Seattle, Port Angeles and Lake Crescent RR at about the same time. David was a civil engineer in Seattle in 1910, was appointed Port Angeles City Engineer in 1916, and died in Port Angeles in 1916. He and Rena are buried in unmarked graves at Mountin View Cemetery, Oregon City, Oregon. (biography) This is the maintained version of this information.

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**Kline, George**

**A.**

1851-1902

USDS

Contract 370

to

no more

1891

Born in Pennsylvania, George married there in 1873, worked there as an engineer until at least 1874, and by 1879 he was a Deputy Surveyor in Minnesota. . He was a RR engineer and Deputy Surveyor in Big Stone City, Dakota Territory from 1880-1885, before coming to Tacoma in about 1888. Here in Washington he was employed by Clarence O. Bean, the City of Tacoma, the Tacoma Land Co. and did surveys on his own until at least 1901. George received Contract 370 for 5 townships near Sequim, Port Angeles and Forks on the Olympic Peninsula in 1891, which were surveyed with no problems.

George went to Skagway in 1897 with his sons Archie and Charles and engineered a tramway from Dyea to Chilcoot Pass. He then worked on a tramway around some rapids at Whitehorse before visiting the goldfields, and taking a sternwheeler down the Yukon on his way home in 1898. His diary is on file at the University of Washington. In 1900-01 he was with his family in Tacoma as a civil engineer, and was buried in Vaughn, Washington in 1902.

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**Knowlton,  
Abner Lucius**

1832-1899

Rep

Prohib

USDS

Contract 150            1872

to

Contract 170 (with 1873

Francis Loehr)



Born in New Hampshire, the son of a miller, Abner was educated in the New Hampshire Conference Seminary in engineering and entered the Civil war for the North as a private in 1861. He was discharged as the Captain of Company H, 4th New Hampshire Infantry in 1865. During that time he participated in: the capture of Hilton Head and Fernandine, FL; the siege of Charleston; the battle of Gloucester Point; the occupation of Bermuda Hundred; the Frog fight; the battle of the Wilderness; the siege of Petersburg; the battle of the mine; the capture of Fort Fisher; Terry's second expedition; Sherman's march from Columbia to Raleigh; and the battle of Bentonville.

While at the siege of Charleston in 1862, he was with a few of his fellow enlisted men on a pleasure trip on a small sailboat that capsized off Charleston, killing three of his friends. Abner married his first wife, Lizzie, in 1866 in Concord, NH, and opened an office as a civil engineer there to resume his career. In 1871 he came west for the NPRR to work on the Portland to Olympia survey. Abner became City Surveyor of Walla Walla, WA from 1871-72 and County Surveyor of Walla Walla County from 1872-75, during which time he surveyed the towns of Colfax, Ellensburg, and parts of Dayton.

Francis F. Loehr was Walla Walla Road Supervisor in 1867 and a chainman for Alfred H. Simmons in 1871. In the summer of 1872, Abner was the engineer for the Territorial Road from Walla Walla to Spokane. Francis was a chainman. In 1872 Francis received Contract 149 for three townships near Walla Walla and Dayton, and used Abner as one of his chainmen in the fall of 1872. Abner received Contract 150 four days later for 5 townships near Pomeroy, and used Francis Loehr as one of his chainmen in the spring of 1873. In August of 1873, they received a Joint Contract for 6 more townships near Pomeroy. They both signed the notes and appear to have jointly surveyed the work in 1873. Francis surveyed several more contracts, and became Walla Walla County Surveyor in 1880.

Abner also was a GLO surveyor in Oregon on another Joint Contract with Loehr. He moved to Chico, Butte County, CA where he was County Surveyor 1875-77, 1879-81 and patented a homestead in 1891. He married his second wife, Juelda Wood, in Chico in 1882, and is listed in the voters roles until at least 1886. He was a civil engineer in Jacksonville, Florida in 1887, and by 1895 he had moved to West Palm Beach, Florida, where he was a Justice of the Peace. The railroad was under construction on its way down the East coast of Florida, and he was hired to first survey the plat of Fort Lauderdale, and then Progresso, Florida. The railroad hired him in 1895 to plat the City of Miami, which he surveyed with the assistance of J. S. Frederick, and recorded the plat in 1896. He died in Miami, and his wife was a widow in 1900.

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**Laberee,  
Allison E.**

1859-1936

Dr/Clerk

Clerk

1885

to

no more



1891

Allison was born on a farm in Quebec, educated there in the common schools, and lived there until 1883, when he came to Olympia and worked as a bookkeeper for two years. By 1885 he was a Messenger for the Surveyor General's Office of William McMicken. In 1887 and 1889 he was a liveryman as Foster and Laberee, and in 1903 he managed the Gurney Cab and Transfer Company.

He married Caroline Hill in 1887 and divorced in 1908. His wife had been seduced by a much younger con man, who took her money, jewelry and bank stock. She also bought him apartments, but he mismanaged them. Caroline went to California and remarried, but took her own life by a revolver in 1914. A lawsuit over his wife's will made it to the Washington Supreme Court in 1915 with his wife's current husband arguing that the 1905 will was not valid after the divorce. The new husband won. Allison filed a patent for an egg-beating bowl in 1916, was retired in 1920 and 1930, and died in Olympia in 1936.

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**Lackland,  
Samuel  
Watkins  
"Sam"**

1857-1928

USDS

Contract 349

to

Contract 368

1890

1891

Sam was born in West Virginia into a prominent family, and his grandfather had owned about 30 slaves in 1850. He came West to Jacksonville, Oregon by 1880 where he was listed as a gold miner, and may have gone West as early as 1875 with a friend. He received GLO Contracts in 1880 and 1881 at Canyon City in Grant County, and also worked his mine on Palmer Creek near Jacksonville. The first of those Contracts was a Joint Contract with Bamford Robb, and they shared the work. Bamford was the Notary on the second.

He married Kate Dorwin, the stepdaughter of Judge H. K. Hanna, in March, 1881 in Jacksonville. Sam was part owner of a door and sash business in December, 1881 in Portland. Their daughter, Roberta was born in Portland in October, 1882, and Kate appears to have moved back east after that. Sam travelled back at times, and their two sons were born in Virginia and West Virginia in 1884 and 1886. Kate received a position in the U. S. Printer's Office in 1890, thanks to her step-father and Senator Mitchell from Oregon. She had a government job in Washington, D. C. in both 1900 and 1910, and was living with her children.

Sam received Contract 458 for 8 townships in the middle Oregon high Cascades in July of 1882. He had just finished another Contract on the California border. For that Contract Southeast of Cave Junction for T41S R3,4W, he failed to run the closing lines to the State Boundary, and reported distances that were up to 26 chains in error as disclosed by Fred Rodolf. In his defense, the State Boundary had been so poorly surveyed by Daniel Major, that it would have been very difficult to recover in the mountains. Sam was a surveyor and living as a roomer in Portland from 1884 until at least 1920. Allen Thompson used him as the compasman for T48N R1E, Boise Meridian in Idaho in 1885. Later surveyors cannot find any corners, and the topog calls do not match. He had travelled to Virginia in 1887, and to Spokane and San Francisco in 1888. His younger brother was with him in 1889 in Portland.

Sam received his first Contract in Washington in 1890 for one township on the Coast at Copalis. The next year he received another for 5 townships in the Southern Washington Cascades between Camas and the Toutle River. Local surveyors hve found his marked stones, but also found evidence of stubbing. He was inspected on both Contracts by fellow Deputy Surveyors, who found no problems. His last Contract in Oregon was a Joint Contract with Augustus Haskell in 1896 for three townships near the Oregon Coast, but Augustus had a good job in Portland and did not participate. They were examined and for some reason, the Surveyor General had to finish the corrections by issuing Special Instructions to Robert C. Bonser in 1901 to resurvey 8 miles of line.

Samuel assisted David Loring in 1912 on a private survey of cranberry bogs at Long Beach, Washington and died in Portland in 1928, but was buried in West Virginia. His son Frank Dorwin Lackland never married and lived with his mother, Kate, his entire life. He was an Army Air Corps Brigadier General and was the namesake of Lackland Air Force Base. This is the maintained version of this information.

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**Lafitte, John J.**

1826-  
USDS  
Contract 14  
(8/3/1855)  
to  
no more

1855 John was born in Maryland and enlisted as a Private in the Volunteers for the Mexican War in Baltimore in 1847. He deserted in New Orleans and was back in Baltimore in 1850 as a Clerk, living with his siblings and mother. He went to California in 1851 via Panama, and there was a Lafitte and a Delacy that travelled by steamer from San Diego to San Francisco in May of 1855. By August 3, 1855 he was in Washington to sign Contract 14 to extend the Willamette Meridian across Puget Sound. It was finished in early 1856, with Walter de Lacy acting as compassman.

John left Olympia after his survey, and went to San Francisco, where he had a relative. He was admitted to the Insane Asylum of California at Stockton in April, 1857, suffering from insanity and dissipation. There was a Charles B. Lafitte in San Francisco to take care of him, probably a brother. He was discharged in May, readmitted in June, "eloped" in August, recaptured in December, and discharged as cured in February, 1858. He was committed by a judge in April, 1858 and died of TB at the hospital in May, 1859.

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**Lake, Wells**

1816-1884  
Whig  
Dem  
Dr/Clerk  
Ch Clerk  
USDS  
in OR  
Chief Clerk Oregon 1852  
Surveyor General's  
Office (3/25/1852)  
to  
no more

Born in New York, Wells came to Chicago as a young man, and resided there promoting wheat transportation by railroad per Kay Atwood. He helped unload a locomotive in 1848, and was an assistant engineer for a RR from Chicago to Fox River. His uncle and namesake was a New York Politician. Wells had travelled to California by December 1850 when he was bidding on street construction in Sacramento. In December of 1851 he was asked by Preston to come to Oregon to fill a position in Preston's Surveyor General's Office. Lake knew the Prestons and Robert Elder in Illinois. He became Chief Clerk in April, 1852 when Robert Elder received his first Contract, a job Wells held until February, 1855, with one gap when he was in the lumbering business. He was in a party that made the first ascent of Mt. Hood in 1854 in Oregon.



Wells and George Hyde surveyed 19 townships in their Joint Contract 54 (OR, Well's only Contract) in 1855 in the Rogue and Illinois Valleys. Wells was a chainman, and Sewall Truax was the compassman on the townships surveyed by Wells, but Wells signed the Deputy Surveyor oaths. Before his Contract started, he surveyed many notifications for claimants in Rogue Valley. He returned to Chicago after 1855, and in 1858 was still waiting for his final payment on the Contract. He married Irene Noxon Trowbridge, a widow, in 1860 in New York, but was living in Chicago in 1860.

They had two children, one of whom died as an infant. He was a member of the Chicago Board of Trade and formed partnerships with a Mr. Turpin in 1861 and his brother, David, in 1863. He moved to Evanston, Illinois in 1867 to be a bookkeeper in a bank. Wells stayed in Evanston, mostly in partnership with a Mr. Ashley, as merchants in grain and pressed hay. He died there in 1885. See OR GLO Surveyors for the maintained version of this information.

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**Lane, Fred  
Milton**

1865-1955

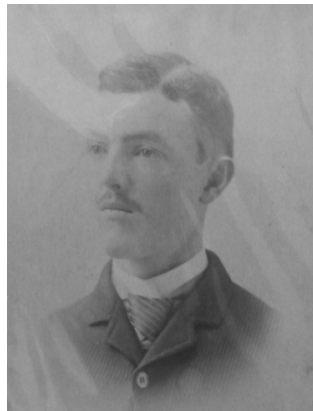
USDS

Comp

429 (Fred Lane 1893  
was appointed  
compassman to  
finish the work not  
done by William  
Mayer)

to

Contract 530 (with 1897  
Alvin Bystrom)



Born in Illinois, Fred came to Cowlitz County in 1890 with the NPRR. He had camped on the farm of James Burke near Kalama, WA, and married one of his 7 daughters, Stella Burke, on the farm near Martin's Bluff, Woodland, WA on Christmas Day, 1892. He was Cowlitz County Surveyor 1892-97 and 1901-07, and owned Pleasant View Farms in the Woodland Bottoms until he died, deriving much of his income there, raising Royal Anne cherries and Jersey cows.

William Mayer had received Contract 429 for T7N R3E in 1893 and was examined and told to redo the entire survey. He left for Wrangle, AK in 1898, leaving the corrections to his sureties. The Surveyor General had contacted the A. G. to foreclose on the bond when the sureties hired Fred Lane as compassman to finish the survey in 1903. Alvin Bystrom, a friend of Lane, also had a problem with Contract 498. He received the Contract in 1896, but was delayed by problems with the prior survey of T7N R3E. In 1902 Bystrom asked permission to resurvey the South boundary of T8N R3E, and in 1903 the Surveyor General was asking sureties, W. H. Burke and A. A. Burke, both brothers-in-law of Fred Lane, to hire Fred Lane as compassman. Fred did the survey in 1903 and it was approved in 1905.

Fred had a Joint Contract with Alvin Bystrom in 1897 which was not approved for some reason. He was the long-time engineer for the drainage district West of Woodland, Washington and surveyed 21 plats in Cowlitz County from 1892-1909. His records are indexed and kept at Olson Engr. He did not retire until 1953, and died in Longview, WA.

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**Lang, William  
Alexander  
"Alex"**

1858-1913

Clerk

Clerk

to

no more

1897

Born in Kentucky, William was in Kansas in 1885 as a Clerk, when he married Lulu Berry Van Eaton. She was the daughter of Flavel and Hannah Van Eaton, and Hannah was the sister of future Washington Surveyor General Thomas Cavanaugh. At that time, Thomas was Secretary of State for Kansas. The Van Eaton/Lang clan moved to Washington starting in 1889, when Thomas was appointed as the Surveyor General. Hannah and Flavel came in 1890, and William and Lulu in 1891.

William was a cabinet maker in Olympia in 1892. By 1897, he was on salary, serving as a Messenger in the Surveyor General's Office of William Watson, and was also noted in 1899 and 1907 as being the same for Edward Kingsbury. He was a carpenter in 1900, and an upholsterer in 1910 in Olympia, both times living with the Van Eatons with his family. William died in 1913 after a prolonged illness in Olympia.

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**Latshaw,  
Joseph C.**

1823-1860

USDS

Contract 35

(Oregon Territory)

(Sept. ? 1853)

to

no more

1853

Joseph was born in Pennsylvania and was a GLO surveyor and a contemporary of James Freeman in Wisconsin in 1848. His GLO surveys after that were mostly in Oregon, beginning in 1852. He was awarded three DLC Contracts, including Claim Contract number one in Oregon, and also regular Contract 34 North of Eugene. In Contract 34, he used Elias Adair as compassman and his brother, William, as chainman for most of the work. At the time of some of the DLC surveys in 1853, an error in a survey was found by Joseph and reported to C. K. Gardner. Joseph was badly injured in the explosion of the steamer Gazelle on the Willamette River in 1854, which killed Joseph Hunt.

Contract 35 was for eight townships near Chehalis, Washington in 1853. Deputy Surveyor Ebenezer Haft was a chainman. Surveyor General Gardner reported to the Commissioner in 1855 that the low prices being paid had "broken up" Latshaw on his Contract in Washington before he surveyed any of the subdivisions. Latshaw had in fact been sued for debt, and two of his horses were sold by the Sheriff in Thurston County, WA in 1854. Tilton later reported in 1855 that Latshaw had begun at a closing corner on the Standard Parallel instead of the standard corner 3 chains to the West in performing his survey of T13-16N R1,2W. Sixty miles of the township lines had to be resurveyed by the Murphys, since Latshaw had already been paid.

Joseph was a compassman for Andrew Patterson on Claim Contract 35 North of Eugene and on Contract 48 for six townships South of Eugene in 1854. Joseph's brother, William H. Latshaw, served as a Major in the Indian Wars in Southern Oregon, 1855-56. Joseph also served, and received his payment posthumously in 1877. He married a 19-year-old widow, Henrietta B. Worth Gray, in 1855 in Lane County, OR and was Lane County, OR, County Clerk in 1859 and County Treasurer in 1860. He died in January, 1860 in Eugene, Oregon, leaving a wife and two small children. Henrietta remarried and had 3 more children before she died in 1867, leaving all those children without a father. Her new husband soon remarried to give his children a mother. This is the maintained version of this information.

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**Lee, Bessie**

**Frances**

1852-1943

Dr/Clerk

Clerk

1891

to

no more



c. 1897

Bessie was born in New York, the daughter of an educated Minister, and moved to Olympia with her family in 1883. Her father gave the official prayer at Statehood. She graduated from the Olympia Collegiate Institute before being appointed a Transcribing Clerk in the Surveyor General's Office of Thomas Cavanaugh in 1891-92 and Amos Shaw in 1893-94. Bessie moved to Portland at that time, where her family had been residing, but returned to Olympia in 1895.

Bessie was a tournament-winning bowler in Olympia and Portland. She married a 34-year-old Canadian widower in Olympia in 1897, and they had two children. The family lived in Spokane in 1900, where her husband, William Miller Fleming, was an insurance agent, and moved to Seattle in 1903. Except for a brief period in 1920, where they were living with relatives in Linn County, OR, they lived in Seattle after that, where William was a salesman of insurance or books. Bessie died in a nursing home in Seattle, surviving her husband by 16 years.

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**Lemon, Millard  
Fillmore**

1852-1943

Prohib

Special Instructions 1901  
to

Special Instructions 1902



He was born at the Snake River on the Oregon Trail in 1852 and grew up in Cowlitz Prairie, Claquato and Olympia, all in Washington. He worked to save for college, and survived typhoid along the way. Millard attended Willamette University from 1869-74, working his way to pay expenses. He left to go to Los Angeles to join his family and briefly attended a school in San Jose.

At the suggestion of his minister, he attended and graduated from De Pauw University in 1880, and then received a Masters Degree in about 1881. He co-founded a school in Chile and taught for 2 years, before working for a RR there as an engineer until 1888, saving and investing his money. Lemon came back to California to marry his sweetheart, and they then moved to Seattle just before the fire. He returned to Los Angeles briefly before settling in Olympia for good, starting by partnering with Robert Whitham in surveying until 1891. He became Olympia City Surveyor 1891-92, Thurston County Surveyor 1907-1909, and did private surveys until 1912. A main part of his business was the location of logging railroads from 1892-1910. His Contract in 1901 was by Special Instructions for three Sections just West of the Skokomish Indian Reservation.

Millard had sent money home from Chile to his future father-in-law, A. G. Cook, who invested it in timberlands near Grays Harbor. Between them they owned about 2000 acres, which eventually straddled the Moclips railroad. His father-in-law deeded his share to Millard and Bella. His in-laws were living with Millard in 1900. Millard was the largest commercial real estate developer in Olympia in the early 1900's, was President of the Olympia YMCA from 1912-18, was president of a bank in Olympia in 1930. He was the creator of dozens of the early buildings of the town, including the following: Safe Deposit Building, Rex Building, Capitol Apartments, YMCA Building, New Olympic Hotel, and the Avalon Theater

While developing real estate, Millard was the long time owner and manager of Capital City Abstract Co. In 1925 he was a founder of Washington Veneer Company in Olympia that built a 225 ft tall smokestack. In 1941 at age 89, he did an airplane tour of South America, some 50+ years after he left, inspecting a RR he built, and Santiago College, where he taught. He is the namesake of Lemon Rd. in Olympia and Lemon Hill, West of Tenino. (biography)

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**Lenfest, Elmer****E.**

1864-1938

Rep

USDS

USDMS

Contract 376 1891

to

Mineral Surveys 1908



1895

PLS 508. Elmer was born and raised in Maine and graduated from the University of Maine in Civil Engineering in 1886. He moved to Minnesota where he practiced as a civil engineer before going to Montana for the Montana Central RR. He eventually travelled to Snohomish City, Washington to follow his parents in 1888, where he set up a practice of civil engineering and surveying with Hutson Niles.

In 1891, he married Sylvia Ferguson, whose father, Emory Ferguson, was the founder of Snohomish and Speaker of the Washington State House of Representatives. Elmer was Snohomish County Surveyor 1890-91 and then continued his private practice. His first Contract was in 1891 for 3 fractional townships, one below Darrington on the Stillaguamish River, and two on the Cedar River. He had been busy surveying placer claims in the Silver Creek Mining District above Index in 1892-93. The townships were surveyed in 1891 and 1892, but were not submitted until March of 1893. All were examined by John McIntyre with a good report on T32N R8E. The notes for T22N R9,10E were returned for corrections, and Elmer returned to the field in April, and resubmitted the notes in May.

The surveys were approved in November, and he was paid in 1894, after being docked 5% for being late. Future Deputy Surveyor William Trumbull was a chainman on the corrections. Elmer surveyed an island in the mouth of the Snohomish River in 1893, and another fractional township under Contract 440, up the Skykomish in 1894. The last one was examined, and he had to return in 1895 to resurvey 8 miles of line.

By this time the "Panic of 1893", a financial depression, was well along, and Elmer took a job in 1896 as Principal of Emerald School in Snohomish. He returned to private practice until he was elected Snohomish County Surveyor/Engineer from 1904-08. He supervised the Snohomish street improvements as long-time City Engineer of Snohomish.

He returned to GLO surveys with a very small township survey at Tonasket, and two fractional townships South of Twisp. They were all surveyed in 1902, with corrections to the notes only. Elmer continued in 1903 with three small local surveys under Special Instructions, and another Contract for a fractional township North of Brinnon on Hood Canal. He surveyed one more township in 1909 South of Index, and surveyed 39 Mining Claims from 1907-1917 in the Cascades. Elmer continued to reside in Snohomish, part of the time on the farm of his in-laws, until 1938 when he died, always listing himself as a civil engineer. He and his wife built a small cabin right on the Brighton Beach, near Clinton on Whidbey Island, where they spent time relaxing. Sylvia died in 1962. His papers are on file at the University of Washington. (biography)

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**Leque, Peter  
Anderson**

1864-1905

Rep  
Comp

Contract 289            1883  
(7/13/1883) (as  
compassman for  
Oliver B. Iverson

to

Contract 313 (as    1884  
compassman for  
Oliver B. Iverson



1886

Peter was born in Norway, and came to America with his mother in 1873, possibly with Oliver Iverson, who was visiting Norway as an Immigration Commissioner from Dakota Territory. He came to Washington with the other Dakota Norwegians and was adopted by N. P. Leque, the circumstances of his mother being unknown. He attended the common schools in Snohomish County, the University of Washington, and Union Academy in Olympia, at least some of the time studying surveying. He worked for Oliver Iverson as a surveyor and Compassman in 1883-85 near Puget Sound. His biography states he was: "in charge of fieldwork on government surveys" for Iverson.

He filed a claim on the Nooksack River in 1885, married the daughter of Oliver Iverson in 1886, and sold his Claim in 1888. He bought a farm at Stanwood and was elected County Surveyor that same year. Peter was elected Assessor in 1892 and County Auditor in 1894, but lost in the Fusion Party Landslide in 1896. He had lived in Snohomish during his County service but in 1896 moved back to Stanwood. He was president of the Stanwood Hardware Company, vice president and founder of the Bank of Stanwood, and owned a fully cultivated 140 acre farm. Peter still kept up with some surveying.

While returning to his farm by boat from a duck hunting trip, going down river, after dark on November 29, 1905, while trying to tie up at his dock, he apparently slipped into the icy water and drowned. His body was found several days later downstream. There had been speculation of him running for Governor in the next election.

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**Lightfoot,  
William Joseph**

1857-1932

SES

Special Instructions 1909

to

Special Instructions 1909

Member ASCE. William was born in Ohio, but moved to a farm in Kansas with his family. He graduated from Kansas State University in Engineering in 1881, and after spending one year at the University of Kansas, worked on the AT&SF RW from 1882-1889. He married Grace Strong in 1888 in Kansas. From 1889-1892, William was Division Engineer for UPRR in Utah and Idaho, and lived in Colorado. From 1899-1904 he was in private practice and as a USDMS in Cropple Creek Colorado. In 1899 he became a Special Examiner of Surveys for the GLO for eight examinations in Oregon, lasting until 1904, when he was appointed a U. S. Surveyor for the Reclamation

Again William served as a Special Examiner in Washington in 1909 for 6 examinations. He was in charge of a survey crew in the Direct System at Mesa Grande, California in 1910, and was assigned all over the West, finally being transferred to Washington, D. C. by 1930, where he eventually died suddenly at his home in 1932. See WA GLO Surveyors for the maintained version of this information.

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**Lindsley,  
Addison  
Alexander**

1848-1923

Rep

USDS

Contract 174 (with 1873

Thomas Reed, H.

McCartney, and

John Snow)

to

no more



c. 1875

Addison was the son of pioneer Presbyterian minister, Aaron Ladner Lindsley. He was born in Wisconsin and raised in New York, where his father was the pastor of a church. He came West over the Oregon Trail in 1868 with his family, and continued his education to graduate from Pacific University in 1870 with a B. A. in Civil Engineering. He was an engineer for NPRR in Western Washington from 1870-73 before receiving his only GLO Contract.

His Contract was a Joint Contract with Thomas M. Reed, former Chief Clerk, H. M. McCartney, fellow railroad surveyor, and John Snow. The surveys were all to create 40 acre allotments on Indian Reservations. He shared the work on the Puyallup Reservation in T20,21N R3,4E with McCartney, and there appears to be enough crewmen to furnish two crews. It was completed in November of 1873, with Thomas Reed notarizing all of the oaths. He also surveyed part of the Tulalip Reservation with McCartney and Snow, while Reed surveyed the Skokomish Reservation, and Snow surveyed the Lummi Reservation. All were done in the fall of 1873.

He was in San Francisco as a businessman 1873-79, running a coal import/export business as Lindsley and Church for at least part of the time. He served as San Francisco City and County Surveyor from 1879-81. Addison then returned to Washington to become a dairy farmer in Clark County on the Lewis River at La Center from 1881-89. In conjunction with that, he was elected the first president of the Washington Dairymen's Association which included the first women to summit the mountain. The effort took 10 days from La Center. He served as a member of the Washington Territorial Legislature from 1885-1886, the State Constitutional Convention in 1889, and was elected State Treasurer in 1889. In 1893 he was named Deputy to his successor until 1897.

Addison moved to Portland in 1898 to manage his extensive real estate holdings in Southern and Eastern Oregon and Alaska. He made three trips to Alaska from 1898-1900 to superintend the Yukon Gold Company. At age 53, he married 28-year-old Marion Patton, an 1894 graduate of the University of Michigan, who was living in Olympia. They travelled to Europe in 1903 and had one son, born in 1911. In 1906 Addison formed the Lindsley Wright Company to handle cedar posts, poles and piling out of Portland. His height was 5'7". There are papers of his at the Bancroft Library, University of California, Berkeley. He died in Portland. (biography)



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**Linton, George  
Henry Pancake**

1851-1932

USDMS

Mineral Surveys 1886

to

no more

George was born in Champaign County, Illinois as George Henry Pancake, and at age 4, his father died. There were guardianship proceedings, and in 1860 he was living with the William Brizey family on a farm in Champaign County. He attended Cornell for one year in 1871 and the University of Illinois at Urbana for 3 years in Civil Engineering, beginning possibly in 1869. After school he went to San Francisco and changed his name from George Henry Pancake to surname, Linton, in the late 1870's, his grandmother's maiden name and his father's middle name. He married his first wife in San Francisco, date unknown, and was in the City Directory as a civil engineer in 1882. He was the leveler on a NPRR survey party in 1879 South of Spokane and a laborer in a large crew in Whitman County in 1880.

George remained near Spokane, and in 1885 he started surveying Mineral Claims, mostly ones he had an interest in. He staked Oriole, Red Wing, Warbler, Bluebird and Red Crown. He received his bond as a U. S. Deputy Mineral Surveyor in 1886, but does not show on the records as finalizing a survey. His work was West of Metaline Falls on his namesakes, Linton Creek and Linton Mountain. He was in Spokane as a single civil engineer in 1885, and in both the directories of Spokane and Portland in 1889. His wife died in Grants Pass in 1892, but then again, he was in Spokane as a miner in 1893. George married Della Wells in Kerby, just out of Grants Pass in 1898, and farmed there until at least 1903. He was a farmer in Washington County, OR in 1910, a civil engineer in Corvallis in 1920, and a farmer in Chapman, OR in 1930, and that is where he died.

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**Lisher,  
Manford  
Greely**

1851-1914

Rep

USDS

Contract 427

1893

to

Special Instructions 1896

Born in Illinois and raised in Iowa after 1853, Manford had studied civil engineering for three winters in a private school after 1870. He then worked in Minnesota before working for the Canadian Pacific RR under A. B. Rogers for about three years. He became an assistant to J. T. Dodge of the Montana Central RR until 1889 when he came to Portland, OR. Manford had bought 2 lots in St. Paul, Minnesota in 1887. In 1889, he was with the O R RW at Albany, moved to Vancouver, WA in 1890, and in 1891-92 was Vancouver City Engineer. He married Josephine Southard in Portland in 1891, and they had a daughter, Lucille, in 1892. Josephine was a school teacher in Portland and Vancouver.

His first GLO Contract in 1893, Number 427, was a disaster. It was for T6N R3E along the North Fork of the Lewis River in Cowlitz County in an area that included Speelyai Prairie, and a mountainous portion of T12N R4E. He surveyed both townships in 1894, and T6N R3E was examined in 1895 by T. R. Hinsdale. He criticized the North boundary and the North tier of sections, and corrections in the field were required. Lisher made corrections, and in 1899 the survey was examined again by D. W. Kinnaird. He also reported corrections were necessary, and the Commissioner suspended the survey. In the meantime Deputy Surveyor William Mayer had used Manford's North line to survey the township to the North.

Lisher appealed the examination and Supplemental Instructions to the Department of the Interior, but lost, despite help from Deputy Surveyor Robert Webster. The survey was rejected, and Lisher was not paid the \$1970 for the surveys of either of the townships, even though T12N R4E was not examined.

Before Manford knew he was in trouble on Contract 427, he received Contract 443 on the Sauk River in 1894. It was a small fractional township, but was examined by Walter Staples in 1895. He noted that the Sauk River needed to be meandered in T30,31N R11E. Manford negotiated for Special Instructions and payment for that work, which was performed in 1896. The work was examined again by F. H. Brigham in 1897 and approved in 1898.

Manford was elected Clark County Surveyor 1897-98, and 1899-1900. In 1900 Manford was listed as divorced and an engineer for a RR survey at Viento, OR. He remarried to Lou MacFadden in 1901, but was again listed as divorced in 1910. He performed many private surveys from the time he came to Vancouver until his death there, and is buried in an unmarked grave in Old City Cemetery. His limited records are located at Olson Engineering in Vancouver. (biography)

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**Little, Almer****Bowen**

1852-1902

Rep

SES

Special Instructions 1898

to

Special Instructions 1898

Almer was born in Ohio, the only child of a farmer, and his family soon moved to Nebraska. He was educated enough to be teaching school in the 1870's in Nebraska, where he met his wife Lucy, one of his pupils. They were married in 1878, and both taught school for awhile in Nebraska before moving to Illinois in about 1882. They came to Vancouver, Washington with their families in 1883, where he and his wife Lucy taught school before moving to Columbia County, Oregon.

In 1897, Almer was appointed a Special Examiner of Surveys for Oregon and Washington. He examined 7 surveys in Oregon from 1897-98, and 7 surveys in the fall of 1898 in Washington. The exam of Contract 512 of Prosper Thian and William Bennison was incomplete due to the lateness of the season, but their work was ultimately approved.

Almer performed the second exam of Contract 431 of Albro Gardner. The first exam by Charles Sheldon in 1896 showed serious errors, and Gardner, a prominent Seattle engineer, claimed that Sheldon was incompetent, and wanted a new exam. Regardless, Gardner made corrections in the field in 1897, and was examined by Little in 1898. There were still "numerous differences", and Gardner returned to the field in 1899, and the surveys were approved in 1900.

By 1900, Almer and Lucy were divorced, and Almer and his oldest son were living with Grandma Little. He was elected Columbia County Surveyor in 1888 and in 1898, a position he kept off and on until he died in Arizona in 1902, where he had gone to try to recover from long-time lung problems. His body was brought back to Bayview Cemetery in Columbia County, where he is buried with his mother. His brother-in-law was William Meserve, a talented Columbia County Surveyor and Deputy Surveyor. This is the maintained version of this information.

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**Lodge, James  
Irwin**

1835-1905

Dem

Dr/Clerk

USDS

USS

Clerk 1854

to

Special Instructions 1861

from the

Superintendent of

Indian Affairs for

Washington (with

Thomas F. Berry)



James was born and raised in Indiana, the son of a merchant, and was listed as a student at Hanover College in Madison, Indiana in 1849-50. He was one of the original Clerks in the Washington Surveyor General's office for James Tilton in December 1854 at age 19, and worked there as a Draftsman until he secured a Contract in 1860. He mustered in as a Private in Company B of the Puget Sound Volunteers in 1855 and wrote accounts of the Indian battles in letters to the newspaper.

He was living with fellow surveyor William H. Carlton in 1860 in Olympia. Knowing his time as Surveyor General was about up in the fall of 1860, Tilton gave a Contract to Clerk William Carlton and a Joint Contracts to Clerks James Lodge and Jared Hurd, both near Walla Walla. Messenger James Tilton Sheets joined Lodge and Hurd as a flagman. Lodge surveyed the subdivisions of T8N R35E as compassman and USDS, and Hurd surveyed the exteriors, as well as T7N R35E and T9N R36E. All were surveyed in 1860.

Lodge received another Joint Contract with Thomas F. Berry to survey the South Boundary of the Yakima Indian Reservation in 1861 from the Superintendent of Indian Affairs for Washington. Their beginning point per treaty was "...on the Yakima River, eight miles below the mouth of the Satas River..." The Yakima River meanders all around the valley in that portion, moving each year. Lodge and Berry surveyed the meanders of the river in 1861 for eight miles from the Satas River and created a starting point.

Harry A. Clarke (of the Benson Syndicate) created a new line in 1885 by using the Range line between R21 and R22 in T9N, because of the difficulty of following the Yakima River, and that this was the limit of settlement by entrymen. The court held this line in 1953 because it favored the Indians, and the Berry/Lodge survey had been obliterated for many years.

Lodge owned the Olympia Pioneer-Democrat newspaper in Olympia 1860-1861, until political parties changed, and he lost the state printing contract. Sometime before 1868, he returned to Indianapolis, married, and spent the rest of his career there as a bookkeeper and cashier, with an occasional newspaper article. One story relates that his wife, Harriett, confronted a black burglar in her home, screamed and held him until help arrived, and he was arrested. James was 5' 7" with light hair and blue eyes.

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**Loehr, Francis****F. "Frank"**

1823-1895

Rep

USDS

Contract 149

to

Contract 333

(6/14/1889)

1872

1889

Francis was born in Pennsylvania and came across the Oregon Trail in 1852. He worked as a chainman for Anson Henry in 1853 in Yamhill Co., OR, and then fought in the Indian Wars in Southern Oregon in 1856-57, receiving his pay in 1877. He moved to Walla Walla in 1859 with his cattle and married his wife, Nancy, by 1863. Francis was charged with "assault with a deadly weapon with intent to murder" in 1865 in Walla Walla, but found not guilty by a jury. Mostly he worked as a farmer on a 200 acre claim 1 1/2 miles outside of Walla Walla. He served as Supervisor of Roads for Walla Walla County in 1867, and then as an axeman for Alfred H. Simmons on a Contract in 1871 in Walla Walla Co.

In 1872 he received Contract 149 for three townships near Walla Walla and Dayton, and used Abner Knowlton, an experienced engineer, as one of his chainmen in the fall of 1872. Francis had been the chainman for Abner in the survey of the Territorial Road that summer. Abner received Contract 150 four days later for 5 townships near Pomeroy, and used Francis as one of his chainmen in the spring of 1873. In August of 1873, they received a Joint Contract for 6 more townships near Pomeroy. They both signed the notes and appear to have jointly surveyed the work in 1873. Francis received Contract 159 for a small survey involving the Walla Walla Military Reservation, also in 1873. In 1878, he surveyed a small fractional township near Walla Walla. Years later, Francis surveyed three fractional townships between 1886 and 1889, near Wallula, none of which were examined.

His wife, Nancy, died of brain fever in 1879, leaving him with a house full of children, which came under the care of his oldest daughter, Cora, who served until at least 1887, and did not marry until 1900. He was Walla Walla County Surveyor from 1880-85 and a GLO surveyor in Oregon. Some of his 200 acre farm ultimately became part of the Walla Walla Penitentiary in 1927. USDS Edwin S. Clark was his son in law and the husband of Cora. He died in Walla Walla. (biography)

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**Long, Walter****DeVillo***1883-1956*

USDS

Contract 632 (with 1905

George R.

Campbell and

Milton Germond)

(11/10/1905)

to

Contract 647 (with 1907

George Campbell

&amp; Milton B.

Germond)

Born in Ohio, the son of a farmer, Walter came to Oregon before 1891 with his family. He was a student at Yamhill in 1900, and the 1940 census listed him as having completed 7 years of college. That school was the University of Oregon, where he was in the Engineering Club in 1904-05. He worked on surveys with 4 Deputy Surveyors from 1904-07 that were graduates of the U of O. He was a axeman for Milton Germond (U of O, 1906), in 1904 on his Joint Contract 611 with George R. Campbell (U of O, 1901), in the very Northeast corner of Spokane County.

Walter, George R. Campbell, and Milton Germond were the successful low bidders on a very large Contract of about 40 townships in the Yakima Indian Reservation in 1905. Walter was untested, so the award was provisional until he proved himself. They were actually second to Charles L. Campbell, George's brother, (U of O, 04) but the Contract was too large for one person by the rules then in place, so the second lowest bid was chosen. Charles, the brother of George, worked as a chainman for Walter.

The work was divided up between the surveyors, with Walter getting the largest share. He surveyed 3 townships on the upper Klickitat River and 14 townships Southeast of White Swan, in the sagebrush desert. The work was examined by Louis Dent, and George Campbell had to resurvey 1 mile of line in 1907 and 5 miles of line in 1910 of Walter's survey. As part of his work, he retraced several miles of the South Boundary of the Reservation, but in 1905, a court decision moved the line to the South, and his line was for naught. He ended up surveying the new line in 1915 as an employee of the Direct System. They were still trying to get part of their pay from Contract 632 from Congress in 1922. In 1907, the same surveyors received another Contract on the Reservation, but it is unknown where that was.

Walter surveyed one township on his own in Idaho in 1907. Walter may have been in ROTC at the U of O, for in 1907 he enlisted in the Army and was commissioned an officer. He married Cora Crone in 1912, and in 1914 Walter moved from Cle Elum, Washington to Olympia to join the GLO survey crews headquartered there. After the Contract Era for the GLO ended in 1910, Long worked for the GLO and the BLM as a direct employee from at least 1911-42, mostly out of the Olympia office. He did one survey in Arizona in 1915 as a U. S. Surveyor. Cora divorced him in January, 1921, but they remarried in April. She filed for divorce again in April, but they somehow stayed together. Cora was a long time dog breeder and participant in dog shows out of Olympia. Walter was of medium height, of stout build, with blue eyes and light brown hair. (biography)

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**Look, Thomas  
Henry**

1858-1935

Rep

Dem

Comp

Contract 325 (as 1886

compassman for  
Ignatius A.

to

no more

Thomas was born in Iowa, the son of a farmer, and came to the Yakima area with his parents by 1880. He married Minoya M. Flint in 1881. He was elected Yakima County Surveyor in 1882 as a Republican, and in 1883 he was both a chainman and axeman for Ignatius Navarre near Yakima. Ignatius hired him in 1886 as Compassman for 3 townships of Contract 325, North of Chelan on the Columbia River. He was defeated for Yakima County Surveyor in 1888 as a Republican, and also listed as a farmer until at least 1892. Both he and his wife were listed as school teachers in Bayview in 1900, with Thomas as Principal. He had been Principal the year before in Wooley. In 1903 he ran for County School Superintendent as a Democrat and lost. He was a principal in 1910, and a farmer after that until he died in Bay View.

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**Loring, Frank  
Curtis**

1859-1936

USDMS

Mineral Survey 1893  
to  
Mineral Survey 1896



1925

Member AIME. Frank was born in Valparaiso, Chile, South America, where his father, Charles, represented Loring Brothers, the American family business involved in banking, shipping and mining. His family moved to Central City, Colorado in 1867 where his father was into mining. Frank was a farm laborer North of Denver in July, 1880, and he married his wife, Charlotte, and had their first child there in the early 1880's.

He was in Wardner, ID, just South of Kellogg, as a mining engineer from 1886-1891, where his daughter was born. He moved to Spokane by 1893, again as a mining engineer, and in 1895 managed the Josie Gold Mines, processor of Le Roi No. 2 at Rossland, B. C. Frank was also a USDS in Oregon and Idaho. Between 1893 and 1895, he surveyed 11 Mining Claims at Kettle Falls, Colville, and Northport. He then partnered with George Crane in mining interests until 1901 when Crane bought the Hill Shoe Company in Spokane, and Frank was listed as the manager. He maintained an office as a Mining Engineer in the Empire State Building in Spokane, and again managed the Crane Shoe Company in 1905.

His wife Charlotte left for Europe for two years in 1900 with the two children, and his daughter, Frances, studied Art in Europe before enrolling in the Art Institute of Chicago in 1905, where she met her life partner, sculptor Florence Wyle. Together, they moved to New York from 1909-1912 where they lived with Charlotte, and then to Toronto in 1912, where they established a sculpture studio. They died in Toronto, only three weeks apart in 1968. His son, Ernest, graduated from MIT in 1909 in mining engineering.

Frank moved to Toronto where he worked as a consulting mining engineer from 1905-1921. He represented interests in Northern Ontario for many years, including Porcupine and Cobalt. Charlotte died in 1917 of cancer in Toronto, and he married his second wife, Florence Burns, a spinster teacher, in 1919 in Toronto. They applied for a passport in 1919 for use in Europe after they married, and then travelled extensively until at least 1928. Frank died in Toronto in 1936, and Florence died in Vancouver, B. C. in 1947. His sister, Helen, stayed in Colorado, married there, and became active in women's politics, serving three terms as Colorado State Superintendent of Education 1898-1904. Frank's personal and family records are at the Art Gallery of Toronto, and the family business records are at Harvard University Business School.



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**Lounsberry,  
Clement**

**Augustus**

1843-1926

Rep

SES

Special Instructions 1891  
(2/17/1891)

to

no more



Born in Indiana, Clement was orphaned as a child, and was doing farm work in Michigan when he enlisted in the Army at the start of the Civil War as a private, serving until the very end. He was promoted many times, ending by leading his regiment as a full Colonel in the last victory parade. He was wounded 3 times, captured twice, and led two regiments into Petersburg at the end, capturing 3000 prisoners.

Clement married Lucretia Hoskins in Michigan in 1864. After the war, he went to Martin County, Minnesota, where he served as County Auditor for three years. He then had a newspaper at Wells, Minnesota, worked as a reporter for the Minneapolis Tribune, and then started the Bismarck Tribune, the first newspaper in North Dakota in about 1873. He conducted the paper for 13 years, and was a writer and reporter for even longer. From 1876-85, he was Postmaster at Bismarck. He was responsible for the exclusive New York Herald coverage of the Custer Massacre, with full details and interviews.

During the Republican administrations of Harrison and McKinley, he was a Special Agent for the General Land Office, commanding up to 12 agents in the Western states. While in Washington State in 1891, he investigated Isaac Galbraith, Contract 338, for alleged improper interests in land in the township he was surveying. (T37N R6E) The outcome is unknown at this time. By 1893, he had divorced from Lucretia and married Sarah Jane Mason Brownson. Clement was assigned to Washington, D. C. in 1905.

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**Lowell, John J.**

1832-1856

Dem

USDS

Contract 5

(5/23/1855)

to

no more

1855

Born in Maine, John was a student and son of a prosperous lawyer in East Machias in 1850. His father, Joshua Adams Lowell, had been in the Maine Legislature for 8 years, and was a Democrat U. S. Congressman from 1838-1842. He was also listed as a ship builder in 1852. John first showed up in Washington when in May, 1854 he surveyed Parkersville in Washougal, the first plat recorded in Clark County. He also surveyed the plat of West Vancouver for Esther Short in June 1855, in each case receiving subdivision lots for payment. John was active in the Clark County Democrat Party, and ran for Probate Judge in September of 1854. He was a delegate to the Democratic State Convention in May, 1855 and lost to Elwood Evans for Chief Clerk of the Legislature in December of 1855. He was Secretary to the Washington Council in 1855.

Levi Farnsworth received Contract 4 for the 3rd Standard Parallel North from R4W West to Shoalwater Bay on May, 22, 1855. John received Contract 5, dated May 23, 1855 for 8 townships lying North of that Standard Parallel. The field crew used in the survey of all of the Standard Parallel of Levi from July-September was also used to survey T13,14N R4W by Lowell in July. John had a different crew in the work along the Bay. In all cases of John's work, Levi was a Compassman, but that may have been necessary to get approval after John's death. Levi and John were from Jonesborough and East Machias, Maine, about 14 miles apart, and came to Vancouver at about the same time. Levi, even in Vancouver, listed his occupation as ship's carpenter, which also could explain the relationship.

John suspended his field work in November, 1855 at about the time the Indian hostilities were going on. He drowned April 1, 1856 while crossing the White River on horseback, serving in the Volunteers in the Indian War, delivering a dispatch. His drowning was witnessed by Clerk, Hanson Tilton, brother of the Surveyor General, who escaped a similar fate by holding on to the tail of his horse. Farnsworth completed the field notes and oaths of Lowell's work after his death. Four townships out of the eight awarded were surveyed by Lowell, two between Pe Ell and Chehalis, and two on the Bay at Bay Center. Levi was also executor of John's estate. (biography)

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**Luckett, Adam****Steele**

1826-1886

Dr/Clerk

EX

Clerk

1854

to

Special Instructions 1855

Adam was born in Milton, Trimble County, Kentucky on a farm. He was one of the original Clerks in the Washington Surveyor General's office for Tilton, arriving by December, 1854. He was the nephew of Horatio Turpin, and the cousin of George Bright and Peterfield Turpin. His father was the brother-in-law of Senator Jesse Bright of Indiana. His one examination survey of record is that of Contract Number 1 of Justin Chenoweth in 1855 in Clark County. Adam returned to Logan County, Kentucky via Panama in the fall to get married to Nannie Lewis in November of 1855, and remained there as a farmer until at least 1870, siring 11 children. He moved back to Trimble County by 1880 with his family and died there.

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**Lunde, Sigurd****Gulbrandsson**

1882-1951

USS

Special Instructions 1909

to

no more



Sigurd was born in Rubicon, Wisconsin, the son of a Postal Supervisor. He graduated from the University of Wisconsin in 1908 in Civil Engineering, and lived with his brother in 1907 outside of Madison. He was a junior topographer for the USGS in Sacramento in 1908, and was stationed in Washington in 1909, 1916, 1919, and in Idaho in 1911. Sigurd was a topographer for Samuel Gannett on the survey of the Washington/Idaho border in 1909, retracing about 17 miles of line North from Newport, WA, and then mapped several other sections.

He married Ellen Dorthea Hanson in 1908, and in 1910, Sigurd was Assistant Topographer for part of the surveys for the Fairbanks Meridian and Baseline for the USGS. This was a controversial survey in that it caused sparks between the GLO and the USGS, and the USGS said it would not do GLO surveys after that. USGS had used triangulation to control the survey, rather than the cardinal line running by the GLO. R. H. Sargent of the USGS wrote a letter to Washington, D. C. in the fall of 1910 in which he discussed the error of Lunde and how they might isolate it. Amherst Barber wrote a critical examination of the survey as a Clerk for the GLO in Washington, D. C.

Sigurd was stationed in Baker City, Oregon for the summer of 1911, from which he surveyed the Clearwater Forest in Idaho in 1911, and some valleys near Baker. The fall of 1913 was spent doing a power survey of the Middle Fork of the Willamette River. He surveyed quadrangles in Brewster County, Texas in 1916, and was doing office calculations in 1918. Sigurd was back in in Rubicon, WI in 1918 as a farmer, and also nearby Ashippan, WI after that, also as a farmer. He continued in the employ of the USGS until retirement in 1950. He died at his farm in Wisconsin in 1951.

## Abbreviations

Abbreviation	Name
USDS =	United States Deputy Surveyor
USDMS =	United States Deputy Mineral Surveyor
USS =	United States Surveyor (Employee of another agency)
Astr =	Astronomer
IAA =	Indian Allotting Agent (Employee of Office of Indian Affairs)
Comp =	Compassman
SES =	Special Examiner of Surveys (Hired by the Commissioner)
EX =	Examiner of Surveys (Hired by the Surveyor General)
S G =	Surveyor General
Ch Clerk =	Chief Clerk in Surveyor General's Office
Dr/Clerk =	Draftsman/ Clerk in Surveyor General's Office

Rep	Republican
Dem	Democrat
Whig	Whig
Peoples	Peoples
Union	Union
Ind	Independent
Prohib	Prohibition
Free Soil	Free Soil
Fusion	Fusion
Greenback	Greenback
Populist	Populist
Socialist	Socialist