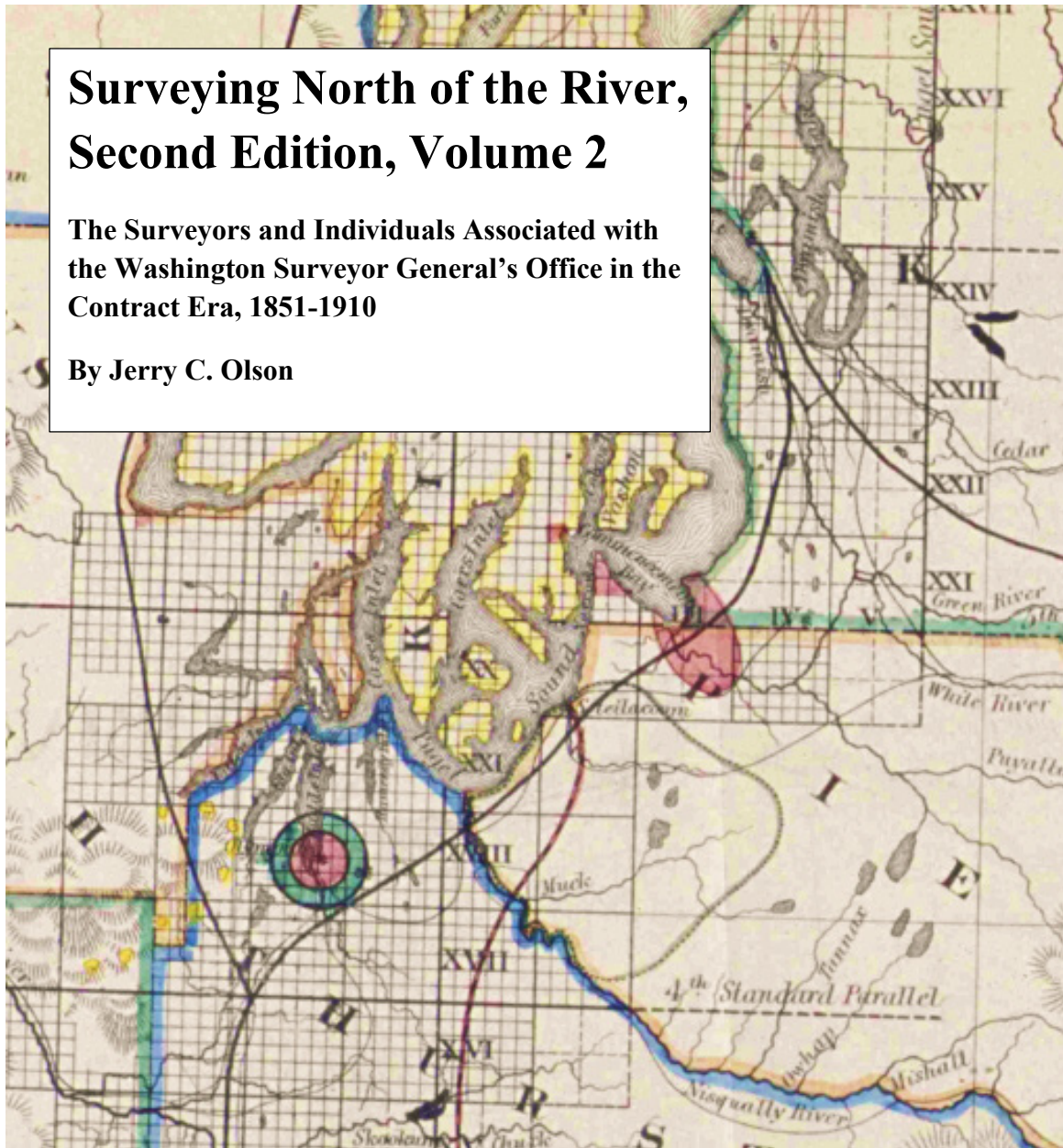


Surveying North of the River, Second Edition, Volume 2

The Surveyors and Individuals Associated with
the Washington Surveyor General's Office in the
Contract Era, 1851-1910

By Jerry C. Olson





This book is dedicated to the 50th Anniversary of Olson Engineering in 2018, and to all the present and past employees that made it the great company it is.

(Cover) A Portion of the 1865 GLO Map of the Progress of the Surveys, included in the Report to the Surveyor General in Washington, D. C. (WSU Libraries Digital Collections, id 511)

Surveying North of the River

Second Edition

**The Surveyors and Individuals Associated with the
Washington Surveyor General's Office**

in the Contract Era

1851-1910

Second Edition

Volume 2

By

Jerry C. Olson

2018

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Of the Surveyors and Individuals Associated with the Washington
Surveyor General's Office, 1851-1910



**Benson Surveyor, USDS
John L. McCoy, 1883**



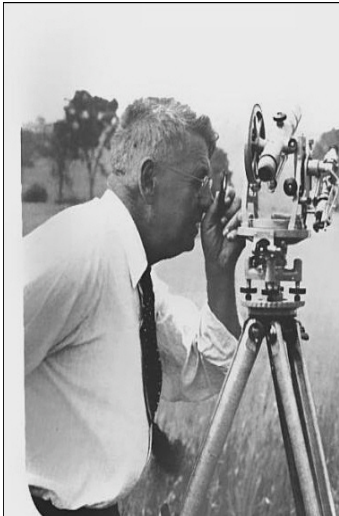
**USDMS Byron C. Riblet
1890-1891**



**USDS Edward F. Sharp
1892-1896**



**USDS Isaac W. Smith
1855-1873**



**SES Joseph C. Thoma
1911-1912**



**USDS John Trutch
1853-1859**

Short Biographies and Personal Notes M - R

of All of the Surveyors Associated with
the General Land Office in Washington,
1851-1910



7/14/2018

Typical Format	Photo (if available with permission to post)	Short Biography
<i>Born-Died</i>	Credits and sources for photos can be found in the Photo Section.	(biography) means that there is a biography of some kind available in the Biography Section.
Political Affiliation, if known		
Type of Surveyor		
First Contract or Engagement	Year	See the end of this section for a list of abbreviations.
to		
Last Contract or Engagement	Year	

MacKay, A. E.

USDS

Special Instructions 1895
to
no more

A. E. McKay was noted in the Annual Report of the General Land Office as receiving Special Instructions to survey one mile of line in Section 6, T20N R10E for a price of \$9. The survey was not done, and the last status was "No Returns". No other information could be found as to the identity of this surveyor. There was a surveyor named Alexander Eric MacKay in Victoria, but he died as a young man of kidney failure a month before the official date of this Contract, and it is a remote possibility that he signed the Contract and died before it was approved by the Surveyor General. He had been recently surveying in Canada, just North of the border in the Kootenay area, North of Kettle Falls.

Major, Daniel**George**

1832-1889

Astr

USS

USDS

Special Instructions 1863
(Oreg.)

to

Contract 72

1863

Born in Ireland, the son of a printer and lithographer, Daniel came to New York with his family in 1834. He attended Holy Cross, as did his brother, graduating as an astronomer, and received his Masters at Georgetown in 1859. He was taking observations at the U. S. Naval Observatory at Washington, D. C. with Professor James Major in 1851-52. James was his uncle, and had served as a Navy Professor of Mathematics at sea for 8 years before being assigned to the Naval Observatory in 1846. James served until 1860 when he resigned to become a Jesuit Priest, and taught at Boston College and Holy Cross. Daniel was the astronomer for the surveyors, Jones and Brown, on the 1858 survey of the 98th Meridian, the Western boundary of the Chickasaw Nation. They were threatened by Comanches, but finished anyway.

Daniel postponed the astronomy for the beginning point of the 100th Meridian between Texas and Oklahoma until the next year, however. The monument he created on the Red River in 1859 was determined to be 3700 feet West of the true 100th Meridian by survey in 1902. He was a Naval Officer from 1861-1863, living in Washington, D. C. with 2 aunts and two sisters, occupying the position of Acting Master at the Observatory.

Congress appropriated \$4500 for the survey of the 46th Parallel, the Oregon and Washington Border, in 1860, but the amount was too small. No one would survey it until Daniel accepted in May 1863, with 6 adjacent fractional township surveys thrown in. They were all adjacent to the State Line, and much of the time they worked under Army security. His brother, John, was with him the whole Contract, in charge of monumenting the line, and Frederick Hesse of the Naval Observatory was an Assistant Astronomer.

His notes of the townships were reviewed in 1865, and many corrections were requested. When out West and not surveying, he lived in Alameda or San Francisco. In October, 1867, Daniel was awarded the State Line Surveys of Oregon/Idaho and Oregon/California by the Commissioner in Washington, D. C. The OR/ID Border began at the intersection of the Owyhee River and the Snake River, and ran due South to the 42nd Parallel. He finished by June of 1868, and was in San Francisco when he finished his notes.

He began the OR/CA survey in 1868 by astronomically determining the intersection of the 42nd Parallel and the 120th Meridian without the aid of accurate time. The monument he set was 2.4 miles West of the one set by Ives and Houghton in 1863, and he did not note that monument's existence or location in his survey. A subsequent survey by Von Schmidt set a new point 3.3 miles East of Major's corner, and that stood the test of time, a resurvey by USCGS in 1892, and a lawsuit in the 1970's.

His survey of the OR/CA Border, West to the Pacific Ocean, from 1868-69 varied 500-600 feet North and South of the 42nd Parallel. He surveyed the South boundary of Idaho and Oregon with brother John, from Utah to California in 1871-73, setting a monument that ended up 3700 feet East of the Southeast corner of Idaho, even though he had accurate time. He ended his survey in 1873 at the NE corner of California and closed on both his original monument and also that of Von Schmidt, finishing 260 feet North. Daniel, John J. and their father, John, were all in San Francisco from 1875-78, with Daniel and John as surveyors, and their father, John, as a paper hanger. Daniel and John J. were living with their aunts in Washington, D. C. in 1880. He surveyed the Ute Reservation in Colorado, and subdivided it into allotments in 1880-81. He was a GLO Surveyor in Utah in 1882.

Daniel determined the MT/ND boundary in 1885, beginning by making astronomical observations using telegraph signals near the NPRR location on the Missouri River, in cooperation with the Washburn University Observatory at Madison, Wisconsin. He and his brother, John, surveyed North and South from that position in 1885, reaching the Canadian Border in December, 1885. His line is 500-1000 feet West of the statutory meridian. His notes indicate he was plagued by clouds, unstable setups, and passing trains. He took observations on 18 days in August and September, 1885. Daniel, John and Aunt Mabel were living in Washington, D. C. in 1886. Mabel died in 1890 in D. C., and Daniel and John both died in New York in 1889. It appears that neither Daniel, John or the two aunts ever married.

Major, John J.

1842-1889

Astr

Contract 72 (as 1863

Compassman for

his brother, Daniel

G. Major)

to

no more

John was born in New York, the son of a lithographer, and ten years younger than his brother Daniel. Both Daniel and John graduated from Georgetown in surveying and astronomy, Daniel in 1859 and John in 1864. John was a Clerk with the U. S. Boundary Commission in the Bitterroot Valley in 1860. He surveyed the following boundaries: 1864, Washington and Oregon as assistant to Daniel; 1868-69, Northern boundary of California as assistant to Daniel; 1871, Utah and Idaho, as assistant to Daniel; 1872, West boundary of Kansas; 1872-73, North boundary of Nevada, as assistant to Daniel; 1873-74, South boundary of Colorado; and 1873-74, East boundary of New Mexico.

Daniel, John J. and their father, John, were all in San Francisco from 1875-78, with Daniel and John as surveyors, and their father, John, as a lithographer. Daniel and John J. were living with their aunts in Washington, D. C. in 1880. Daniel, John and Aunt Mabel were living in Washington, D. C. in 1886. Mabel died in 1890 in D. C., and Daniel and John both died in the Spring of 1889 in New York, but all are buried in Holy Rood Cemetery, Washington, D. C., with Daniel and John having unmarked graves. It appears that neither Daniel, John or the two aunts ever married. John was slightly less than 5' 7" tall.

Majors, Byron**Courtney***1850-1920*

Fusion

USDS

Contract 345 1890
(6/23/1890)

to

no more



c. 1884

Byron was born in Iowa before his family moved to Tulare County, CA, in 1855, where his father was Postmaster. He came to Kansas with his parents by 1865, and married Viola Gasaway in Madison, Greenwood County, Kansas in 1869. He was elected the County Surveyor of Barton County, Kansas from 1883-85. Byron and his brother, Clarendon, were part of a classical string trio before Clarendon died in 1885, and Byron left Kansas.

He was a surveyor in Kitsap County, WA in 1887, and a Deputy County Surveyor in Snoqualmie, WA in 1889. Byron received Contract 345 in 1890, for all of T17N R5E, East of Lake Kapowsin. He finished the survey in December of 1890, and the notes were returned for correction in January of 1891. He did not return the corrected notes until August, and at that time an examination by Leonidas Haskell was ordered, resulting in approval. He was a chainman for Henry Holly by Special Instructions in 1895. Viola died in 1898, and he remarried in 1907 to Josephine Stapp. He was a private surveyor from 1900-04 in Everett, and then worked as an inspector for the City of Everett or as deputy county engineer until at least 1910. His mother and two sisters were also in Washington at that time. Byron was retired in Malibu by 1919, and died there in 1920.

Mann, James L.

USDS

Contract 298 (part 1883
of Benson
Syndicate)

to
Contract 308 (part 1884
of Benson
Syndicate)

James was probably a fictitious person, for standard research channels could find no surveyor by that name in the time period. James L. Mann was determined to be part of the Benson Syndicate in 1888 by the Commissioner. The Benson Syndicate received Contract 298 in 1883 in the name of James Mann for 10 townships in mostly flat, barren Central Washington. The field notes were in the preprinted format used by the syndicate. By the time the examination was done later, the plats had been filed, and the Contract had been paid. Mann retraced every exterior, regardless of how recent the existing survey. The same crew was listed for all, and Frank J. Buckley, the Washington Benson Notary, notarized all of the signatures. The estimate for the Contract was \$4000, but with retracements and the claim of mountainous terrain, the amount paid was \$9413.

In 1884 the Benson Syndicate received Contract 308 in Central Washington, again in the name of James L. Mann. It was surveyed in 1884, and the results turned in in 1885. The new Commissioner, William A. J. Sparks, withheld approval in order to do an examination, and he hired Henry Martin to do extensive inspections of work arising out of Special Deposits in the West. Contract 308 was included. Martin reported that none of the exteriors had been resurveyed as claimed. In the interiors, he looked for 46 corners and found none, and that the survey "was done on paper only, and was palpably fraudulent."

The survey was rejected in 1888, not paid for, and resurveyed by other Deputies. Mann was debarred from further GLO work. Unfortunately, those 10 townships in Contract 298 are still under the official survey by Mann, even though they are probably fraudulent, and the GLO knew very well they were. Accessing the official plats and notes only shows those of record as purportedly surveyed by Mann, and a search in the field for corners set by Mann would prove fruitless.

**Manning,
William
Morley "Bill"**

1877-1945

Rep

USDMS

Mineral Surveys 1907

to

Mineral Surveys 1910

Born in Ontario, Canada, William was attending the Mining Engineering program at the University of Toronto in 1898. His father had died when he was 2, and in 1881 he was living with his maternal grandfather. He came to the USA in 1900, was naturalized in 1906, and was an assayer/mining engineer for mining interests in Bossburg, WA from 1900-1902. By 1905 he had started acquiring Indian artifacts, partly through his friendship with Chief Joseph. He was deputy county engineer in 1905, and then Pend Oreille County Engineer 1907-1910. He immediately sued the County Commissioners for their failure to provide him a transit, and he prevailed all the way through the Washington Supreme Court. From 1907-1915, William surveyed 32 Mining Claims in Northeastern Washington.

In 1909 he designed a bridge across the Kettle River at Orient that is today on the National Historic Register. He made a map of the Spokane Indian Reservation in 1910, and that same year married Mrs. Pet Cummings, a recent divorcee 8 years his senior. They lived in Spokane after spending the summer in Europe. From 1910-14 he was chief hydraulic engineer for the power dam at Metaline Falls. From 1907-23, William was a U. S. Deputy Mineral Surveyor in Pend Oreille and Stevens County WA, surveying a total of 37 Claims. He was chief engineer for a railroad to the Electric Mine near Gladstone Mountain in 1918. A 1921 newspaper listed him as the chief engineer for the second phase of the Fruitland Irrigation District at Garden Valley, for which he was in charge of the construction in 1922.

He loaned his huge collection of Indian Artifacts to the Eastern Washington Historical Society in 1916. Included among the collection were: a council pipe from Chief Joseph, inlaid with serpentine and silver; a sturgeon-nosed white pine bark canoe from a chief of the Kalispell's; a Chief Joseph eagle-feather war bonnet; moccasins; a horsehide drum; and two papoose pouches. Some of the items were later repatriated to appropriate tribal members.

William had begun investing in mines in Montana in 1918, and was spending considerable time there in the 1920's and 1930's. He was working at Helena, MT in 1927 and Marysville, MT in 1929 as a mining engineer and mine owner. He moved to Helena after Pet died in 1935 in Spokane. He remarried to Gertrude Ashby, a younger social woman. During the War, he worked for the War Production Board as Technical Advisor of Mines, Helena, MT from 1941-1945. He had a heart attack on this last job, while inspecting the Gallatin Mine, and died a short time later. Gertrude sold his collection, that had been on loan to the Eastern Washington Historical Society for 30 years, for \$750 to the Society.

**Marble, Hiram
Franklin**

1864-1934

Fus

USDS

Contract 604

to

Special Instructions

1903

1909

Born in Illinois, Hiram moved to Nebraska with his family by 1868. His father was listed as a farmer and a RR station agent, and most of the family moved to Yakima after 1888. Hiram first showed up in Yakima records as a civil engineer in 1896, and he married Emily Dooley in 1888. He was County Surveyor and Engineer of Yakima County in 1896-99, 1901-02, and 1910-14. He was a construction superintendent in 1909 for the Bureau of Reclamation

He received Contract 604 in 1903 for two fractional townships South of Toppenish on the Yakima Indian Reservation. His brother, civil engineer Willard Marble, was a chainman, and his step-nephew Claud Woolery was flagman. Hiram finished by the end of the year, made some corrections to the notes, and waited 18 months for the results of an examination. He had to write a letter explaining his survey, and it was approved in 1906.

A little later in 1903, he had received Contract 605 for two townships under railroad grant funding. One was at Wenatchee Lake, and for various reasons, including an irrigation district job he had at Priest Rapids in 1904, it didn't get surveyed until 1905-06. His brother Willard was again on the crew. Willard would die in 1907 of spinal meningitis, leaving a young family. His notes were returned for corrections, and the township was approved by the Commissioner in 1908. The second township was on the Naches River 15 miles above Naches. He surveyed it the first time in 1904-05. The notes were submitted in 1906, needed to be corrected, and resubmitted by Hiram in 1907. They were then sent to the Commissioner, who had Special Examiner Charles Pidgeon make a field exam.

The township was suspended, and Hiram returned to the field and resurveyed 35 miles of line in 1909. His brother, Henry, was a chainman on the corrections. It was eventually approved by the Commissioner in June, 1911, and Hiram was paid for the Contract. Hiram was Yakima County Engineer in 1912, and was appointed Commissioner of Public Works for North Yakima in 1918. From at least 1919-22, he was a City Commissioner of North Yakima and a County Commissioner in 1927. He lived and died in Yakima 1897-1934. There are 13 Marbles interred at Tahoma Cemetery in Yakima, including his parents, many siblings, and two of his children. His brother, Harry, was a surveyor in 1904 and a long time editor of the Methow Valley News in Twisp.

Martin, Henry**Bascom***1833-1913*

Dem

SES

Special Instructions 1887

to

Special Instructions 1888



Born in Indiana, Henry was raised on the family farm until 18 years old. He attended the Cloverdale Seminary for awhile, and self-educated himself in Latin, Greek, higher mathematics and surveying. He surveyed for railroads until 1854, when he went to Iowa, where his family had moved, still working as a surveyor. While in Iowa in 1857-59, he served as a Captain in the Indian wars. Returning to Cloverdale, he married Sidney Victoria Ellen Hart there in 1858.

He enlisted in the army and was mustered in as a private, but was soon commissioned as a Second Lt. His first battle was Barbersville, where he was shot through the thigh, but returned a year later. He served in many campaigns until Chickamanga, where now a Captain, he was shot in the wrist and was disabled again. Henry returned and fought with Sherman on his march.

He returned to Cloverdale, where he was a farmer, lawyer, and surveyor. He eventually moved to Greencastle to educate his children. In 1871, he was elected to the Indiana Legislature. Henry was appointed a Special Examiner of Surveys in 1885 for Oregon, Washington, Idaho, and New Mexico, by the recently elected Grover Cleveland Administration, and continued at that until 1889 when the Democrats were defeated. There are records of 16 Contracts in Oregon and 13 Contracts in Washington being examined by him, including 3 Benson Syndicate surveys, of David P. Thayer, Harry A. Clarke and James L. Mann, two of which he called "palpably fraudulent".

In partnership with his son, in 1892 he founded a newspaper, the Greencastle Democrat, and in 1893-95 he received a request by the second Grover Cleveland Administration to do examination surveys on members of the Benson Syndicate in California. One of those was of 8 townships in Death Valley of Benson surveyor J. W. Fitzpatrick in 1893. Soon after his son died, he sold the Democrat in 1897, and went to San Bernardino, CA, to help his children start a newspaper. His whole family but one was there in 1900, and after four years, he retired to his large farm in Indiana. Most of his surviving children ended up in California, but Henry and his wife, Ellen, died in Cloverdale. (biography)

Martin, Holton
1856-1937
Dr/Clerk
Clerk 1883
to
no more

Martin was born in New York in a farming family, and lived on the farm in New York until at least 1875, when the family moved to Michigan. His father was also a school teacher there. He appeared in Olympia as Clerk (Messenger) in the Surveyor General's Office of William McMicken about 1883, and in 1885 was listed as a hostler. The 1900 and 1910 census listed his occupation as a horseman, hence his duties as a messenger.

In 1895 he married Bertha Newmarker when he was 40 and she was 17. She had recently been made an orphan along with her three younger siblings, who all moved in with Holton. Their father had died of TB in 1894 in Olympia, after the mother had died in Iowa in 1888. Martin and Bertha had one daughter before Bertha died of TB in 1899, and Holton married her 17 year old sister, Clara. They had two children before Clara died in 1905, also of TB. Holton built a new racing and training facility near Olympia in 1903, and trained race horses there.

Holton married Hazel Pochelu (Big Hazel) in 1907, a divorcee, and they cared for of all of his children. He was in Olympia with Hazel, the three children, and his brother, Roy, in 1910. Hazel was a circus performer as one of the Earl Sisters, contortionists and aerial performers, before and during their marriage. She had been "taken in" or "given" to Lola Earl at age 5 to raise and train in the circus. Lola had done the same for several small girls. Holton was living on the family farm in Michigan in 1920 with two children, his brother and mother, listed as a widower. He was not a widower, because Hazel had left by 1918 and remarried in 1930. He returned to Olympia by 1930 with his son Elias, and died there in 1937.

Matson, Oliver Sr.
1842-1919
Dr/Clerk
Clerk 1905
to
no more

Oliver was born in Sweden and came to the USA in 1858, soon serving for the North in the Civil War in the Navy. He married his wife, Gertrude Anderson, another Swedish immigrant, in 1873 in New York, and was naturalized in 1876 in New York City. They came to Washington in 1880 as part of the Brooklyn Co-operative Colonization Association, locally known as the Newell Colony. Their first winter was severe, and the effort failed, but Oliver and family stayed in Olympia until he died in Olympia in 1919, and Gertrude in 1926.

Oliver was a janitor in 1896, a Special Commissioner in the Light House Service in 1897, and a government janitor from 1900-1905. In 1905, he was listed in the Register as the Messenger for Surveyor General Edward Kingsbury in the Surveyor General's Office. Oliver was back as a janitor from 1912-1914. They raised 6 children, at least two of which attended high school and Washington State. College.

**Marye,
William
Bolivar**

1857-1907

USDS

Contract 397 (as partner of Arthur Chapman)

to
no more

1892 CA PLS 340. William was the grandson of William W. Chapman, an Oregon Surveyor General, and nephew of Huston, Thomas, Arthur and Winfield Chapman. His father, Simon Bolivar Marye, graduated from William and Mary in 1847, served in the Mexican Revolution in 1848, became a judge in San Francisco in 1850, was a lawyer and Mayor of Portland in 1852, and returned with the family to the South before 1855. William's mother, Sarah Chapman, died of T. B. in 1858, and Simon died while on a trip to Montana in 1868, after remarrying in 1859.

William and his sister went to live with their grandparents in Portland, where William attended the Portland Academy. William was East Portland City Surveyor in 1882 and Multnomah County Surveyor 1884-85. He married Ella De Clerk in 1882, and she died of TB in 1886, leaving him the care of his two young daughters.

He accompanied Maj. John Brockenbrough of the GLO to study the timber resources of the Northwest in 1889. That year he was arrested for falsely claiming to show timberland at Nehalem to 30 men, and charging them \$45 apiece. He was also charged with embezzling money from a woman. He was a GLO Surveyor in Oregon with a small Contract West of Venonia in 1891. William was out on bail for a criminal charge in 1890-91, jumped bail, and was sought by bondsmen. Marye partnered with his uncle, Arthur Chapman, as financier and bondsman, for WA Contract 397 in 1892, involving 4 townships West of Mt. St. Helens. Arthur paid off the bail bondmen so William could get to work. He finished the field work in 1893, partly with the help of William Elwell as a chainman, and submitted the notes.

They were returned for corrections, and a field examination was ordered by the Commissioner. There were significant errors in the two townships that were examined, and the survey was suspended in late 1894. T15N R4E needed the North tier redone, and T9N R3E needed to be completely resurveyed. Marye realized that there was no more money in this for him, and he left for California and "threw up the work". Arthur Chapman had a bond for double the amount of the Contract and had to arrange for the resurveys. He hired Albert C. O'Neal to do the work in 1896, acting as Compassman.

William was living in San Francisco in 1896 as a civil engineer, and in 1900, Marye was awarded California PLS License No. 340 in San Francisco. His cousin, George T. Marye, was living in San Francisco at that time, was member of the Board of Trade, was a Chancellor of the University of California, and later became Ambassador to Russia. The census of 1900 showed William in Kings County, Lemoore, California. He was 5' 10" with blue eyes and brown hair. (biography)

**Maxon,
Hamilton
Jordan Goss**

1813-1884

Dem

USDS

Contract 50 (with 1860
Jared Hurd)
(2/2/1860)

to
Contract 60 1861
(7/1/1861) (with

David Thompson
as Compassman for
portions)

Hamilton was born in Kentucky, married his wife, Arabelle in Missouri in 1841, and came across the Oregon Trail in 1845. He was accompanied by his family, his brother and his family, and at least one of his wife's brothers. They first settled near Salem, and he commanded a Company in the Indian Wars of 1848, before going to CA to seek gold in 1849. Upon returning he filed a Claim that included the present City of Camas, Washington. Maxon was a member of the Oregon Territorial Legislature in 1850-51, a Clark County Commissioner in 1853 and the Postmaster of Washougal in 1853. From 1851-1852, he and his brother operated a sawmill on Lacamas Creek near Camas.

As a Major in the Indian Wars in 1855-56, he led several battles. Quoting from the press at the time, "...more belly than brains," and "...a flamboyant horseman with a mustache as big as a snowplow and a voice that would stampede buffalo." His muster papers said he was 5' 11", had grey eyes, light hair and light complexion. Hamilton is memorialized in Washington history as the leader of a Company that slaughtered 8-30 Indian women and children near the confluence of the Nisqually and Mashell Rivers in March of 1856, known as "Maxon's Massacre". His orders came from Governor Stevens. He also commanded a Battalion of 67 officers and men that crossed over Natches Pass in the spring of 1856 to pursue the Indians, under Col. Shaw.

On the way, he was openly insubordinate to Colonel B. F. Shaw by allowing his men to fire their rifles, keeping his men separate from the rest of the troops, and was placed under arrest, even though not restrained. Only when they ran out of provisions, did he join the rest of the Company. His Battalion was placed under the leadership of a Lieutenant, and Maxon was still considered under arrest. When the forces reached the Grand Ronde River, they met the Indians, and Maxon and several of his men were separated from the rest. He eventually got back to the fort and led supplies back to the main force. The enlistment of he and his men were about up, and they left soon thereafter, taking many of the captured horses. His estate was still pursuing a claim for pay and expenses from 1855, 1856 and 1871 in 1885.

Under orders from Stevens, he had arrested the "Muck Creek settlers", who were former Hudson's Bay employees that were living peacefully with the Indians and had been accused of aiding and abetting. He was one of the right hand men to Isaac Stevens and James Tilton in the detention of both the Muck Creek settlers and a Supreme Court Justice. The settlers were prosecuted, and when the Washington Supreme Court declared their detention unconstitutional, Stevens had Maxon and Tilton imprison the Supreme Court Justice and declare Marshal Law. Maxon and Jared Hurd were appointed as members of a military tribunal to try the settlers. Based on a decision by Supreme Court Justice Chenoweth that they did not have jurisdiction, the tribunal dismissed the charges. Hamilton was a Member of the Washington Territorial Council (Senate) from 1857-59.

Even though he had no known surveying experience, he was awarded two Contracts by Tilton a short time later. They were both in the prime East side, and Contract 50, a joint Contract with Jared Hurd, comprised many miles of well paying township lines, standard parallels and the Columbia Guide Meridian. In all cases Maxon had experienced compassman listed in the crew, including Jared Hurd, David Thompson, and John Tennant. Thompson ran the Columbia Guide Meridian on his own, and he had just finished the portion of that Meridian in Oregon under his own Oregon Contract. He had begun that survey before Maxon and Hurd arrived in the area. During the Snake crossing, Thompson made an error of 7 chains North and 15 chains East, that is perpetuated today.

Maxon also signed the notes for the Second Standard Parallel North, West to almost Mt. Adams. Hurd signed the notes for the rest of the Contract. Hamilton was awarded Contract 60 in July 1861, shortly before Tilton was replaced. It was for 8 townships between The Dalles, Oregon and Goldendale, Washington, and Northeast of Roosevelt, Washington, all in sagebrush country. He used David Thompson as compassman for about half the work, and surveyed the other half in his own person, per the notes. David Thompson would go on to become Mayor of Portland, Governor of Idaho, and Minister to Turkey.

By 1863 Maxon had sold his DLC and moved to Idaho, where he worked as a miner at Baird's Gulch and Pine Creek. He also owned a hotel called Junction House on the stage line West of Boise, and a retail liquor store in Boise. Hamilton served in the Idaho Legislature in 1877. The censuses of 1870 and 1880 listed him as a farmer near Boise, which is where he died in 1884. Just before he died, he helped to survey the Dry Creek Cemetery, where he is buried. (biography)

**Maxwell,
William Howell**

1857-1911

USDS

Contract 404

to

no more

1892

Born in Pennsylvania, the son of a prosperous bookseller, William came to Pierce County, WA by 1880 as a civil engineer, but was also listed that same year in his home town, living with his parents. He was a private engineer in Spokane from 1882-1894, surveying 18 plats in that time in Spokane County. He patented a homestead of 45 acres in 1885 in West Spokane and sold it right away for a large profit. In 1892, he was working for the City of Spokane, and in 1893 he was in partnership with Oskar Huber as Maxwell and Huber. The firm was the successful bidder to supply jetty rock for the new South Jetty at the mouth of the Columbia River, delivering over 100,000 tons in the first year.

William was awarded Contract 404 in January 1892, in Stevens, Ferry and Okanogan Counties, to survey the 9th Standard Parallel from the Okanogan River to the Columbia River, The San Puel Guide Meridian, the Kettle River Guide Meridian, and 41 miles of township exteriors, totaling 152 miles in all. This was to provide the framework for surveys necessary to open up the North half of the Colville Reservation. He began in May and turned in his notes in December of 1892. The complete notes were not turned in until May of 1893. There was no exam, and the surveys were approved in August.

He was active with the Sons of the American Revolution in Spokane from 1893-1894, but was noted as dropped in 1902. He platted the town of Granite Pointe in Stevens County in 1900. His partner, Oskar Huber was an engineer in The Dalles in 1900 and the manager of an asphalt company in Portland in 1910. Maxwell and Huber were the engineers for the feasibility of the Guild Lake site in Portland for the Lewis and Clark Exposition in 1902. They produced a map of Portland in 1901, and a map of Oregon in 1903, There is no record of William marrying.

The Morning Oregonian carried an article from Hood River in 1906 that "Maxwell is insane". Being unable to do the simplest tasks, he was committed to the Oregon State Insane Asylum, and stayed there until he died in 1911. William was the namesake of Maxwell Avenue in Northwest Spokane. (biography)

Mayer, William
 1851-1928
 USDS
 Contract 429 to no more

1893

Born in Wuertenberg, Germany, William came to the US in 1879, and in 1880 married his wife, Lizzie, a recent immigrant from France. He was in Spokane as a draftsman in 1889 for Brown and Stevens, was a deputy Cowlitz County surveyor in 1890, and Cowlitz County Surveyor 1891-92 and in 1901. He received Contract 429 in 1893 for T7N R3E, surrounding Lake Merrill in Cowlitz County. Manford Lisher received a Contract to survey the township to the South on October 7, and William received his Contract three days later. The work did not begin until Lisher finished his work in the spring of 1894, requiring an application for an extension. William used Lisher's line for the South Boundary, and surveyed the subdivisions and the East and North Lines in the Spring of 1894, turning in the notes on August 1.

Both surveys were examined by T. R. Hinsdale in 1895, and Lisher and Mayer were notified that their common line was wrong on February 26, 1896. Lisher had run a straight line between the existing township corners, and he should have run a true line and set a closing corner. This meant that 66 of the 72 miles of William's survey had to be redone. He made some corrections, but they were rejected. William had gone to Wrangell, Alaska in 1898. Lisher still had not corrected the South boundary and his contract was cancelled in 1901. At that time William had returned to Kalama and was finally contracted to correct the South boundary as an extra. He was busy doing other things in 1901, and never performed. The Commissioner went after the bondsmen, Joseph Smith and Singleton Beall of Kalama.

They hired Fred Lane in 1902 to redo the survey as compassman. It was finally approved in 1905, and the sureties were paid in 1906, some 13 years after the award of Contract. William did not receive any money for his work, although the notes of his survey of the East line of the township[are in the official record. Mayer was in Kalama in 1898 as a civil engineer, and in the office of the City Engineer in Portland in 1902. He was "lured away" to Winnipeg for railroad work in 1903, and worked as District Engineer for the SP&S RR in Kennewick in 1906. He headed a 20-man engineering party in 1909 to locate a RR from Missoula to Lewiston, ID, over Lolo Pass.

William was celebrating New Years Eve in 1905 when he fell into the Willamette River and only saved himself by clinging to a piling until help arrived. He became intoxicated in Portland in 1910 and fell through a plate glass window. While in jail he was accosted by an Industrial Workman of the World (Wobblie), but William gave him a "first rate beating" before they were separated. He had charge of 175 men drilling a tunnel under Cornelius Pass in 1910, for United RW. He was living with his wife on Omaha Ave. as a civil engineer in Portland in 1910 and as a RR engineer there in 1920. He and his wife both died in Portland, William in 1928 and Lizzie in 1942 of complications from a fall. (biography)

**McAndrew,
Alexander**

1832-1903

Union

USDS

Comp

Contract 114 (as 1870

Compassman for
Peter W. Crawford)

to

Contract 287 (as 1883

compassman for
Charles E. Sears)



Born in Scotland, Alexander came to Clark County, WA in 1851 via Panama as a surveyor for the Hudson's Bay Company. He filed a Claim near Ridgefield in 1855, but relinquished it in 1879. All of the early censuses listed his occupation as a farmer. From 1855-56 he was a Sgt. for Hamilton Maxon in the Volunteers. Alex married Amanda Shobert in 1858, and they eventually had 9 children. He was elected Clark County Surveyor from 1865-1884, except for two years, and again in 1888-89.

Peter Crawford started the survey of T9N R6W at Cathlamet in November of 1870, but Alex finished it the next year as compassman. Alex McAndrew was a crewman for Levi Farnsworth in the survey of the St. James Mission in Vancouver in 1872, and the compassman for 2 townships on Grays Bay on the Columbia in 1872-73 for Peter Crawford. There appears to be significant distortion in T10N R8W on that survey. He surveyed another township in the same Contract at Tampico on the Ahtanum River in Yakima County. The crew for that survey was notarized on site by George H. Steward, a Vancouver attorney who was a compassman for Levi Farnsworth in 1871.

Alex did a resurvey of Vancouver City in 1876 and reported many buildings into the streets. He surveyed the town of Washougal in 1880. Alex also worked as compassman for Charles Sears in the Columbia Gorge for T2,3N R5,6E in 1883, where there was also significant distortion. He witnessed a survey near Ridgefield in 1887. He and Amanda were still both with the family in that year, but by 1900 they were divorced. Alexander was a boarder in Whipple Creek in 1900, listed as a day laborer, and Amanda was with the family. His age was wrong by 12 years, but the years married were right, and they both were listed as divorced. He died at St. Joseph's Hospital in Vancouver in 1903, still listed with the wrong age. He was 5' 5" with gray eyes and black hair. (biography)

**McCartney,
Henry Maxwell**

1848-1915

USDS

Contract 174 (with 1873

Reed, Snow &

Lindsley)

(8/16/1873)

to

no more



1868

Henry was born in Easton, Pennsylvania, the son of a lawyer and Professor at Lafayette College. He attended Lafayette, but left in 1865 in his Junior year to engage in civil engineering; first on a RR in West Virginia; then on the Midland in New York; on bridge work on the Lehigh and Susquehanna; on the Union Pacific; and on the Kalama Division of the NPRR in Washington in 1869-1875.

While on the NPRR, he received Joint Contract 174 in 1873 with Thomas Reed, Joseph Snow, and Addison Lindsley. It was for Allotments on 4 Indian Reservations, with the work split up among the surveyors. Lindsley and McCartney surveyed the Puyallup, and jointly signed the notes, although there were enough men for two full crews. Henry surveyed one township on the Tulalip, Reed the Skokomish, and Snow the Lummi.

He continued from 1876-79 on the Oregon Steam Navigation Co., where he surveyed a RR around the South side of the rapids at the Cascades of the Columbia, with his alignment and partial construction taken over by the OR&N Co. From 1879-1881 he was construction superintendent for NPRR for the Pasco-Spokane line until he transferred to the Clarks Fork Division, and then became an engineer in Spokane from 1882-1890. He married Katherine Stout from Pennsylvania in 1881, the daughter of a Yale lawyer. They had one son.

Before this time, he had surveyed the Oroya Railway in Peru, and named the town of Pasco, WA, after Cerro de Pasco in Peru because of the contrast. He co-founded the First National Bank of Spokane Falls in 1882, and became Vice President. Henry was into mining in 1884-90, and a contractor for the Canadian Pacific 1884-1885. He was the resident engineer for the San Pedro to Salt Lake RR in 1890-1901, and a director for the Great Salt Lake and Hot Springs Railway in 1891. In 1897 he was an engineer for the Ogden Power Plant and Dam, and in 1900 was Superintendent of the Arizona and Utah RR.

By 1907 Henry had moved to California to be an assistant engineer for the Western Pacific RR from Oakland to Marysville. In 1910 he was an engineer in Berkeley, living in an apartment in the rear of a residence at 1415 Spruce Street, and in 1915 at the time of his death in Los Angeles, he worked in the land department of the Southern Pacific RR. In 1920, Katharine was still at 1415 Spruce. There are 20 boxes of his records at the California State Library. David Clarke recalls, "He was a bright engineer, a jovial man, always full of his jokes, the life of any company." (biography)

McCornack,

**Eugene
Pearson**

1850-1916

Rep

USDS

Contract 239 1878
(6/4/1878)

to

no more



Eugene was born in Illinois, came to Washington on Puget Sound with his family in 1852 over the Oregon Trail, and then moved to Oregon by 1859. He was a student in Eugene in 1870 where his father was a State Legislator, but graduated from Pacific University in 1874. His father was killed in a run-away incident in 1872 near his farm.

Eugene was born in Illinois, came to Washington on Puget Sound with his family in 1852 over the Oregon Trail, and then moved to Oregon by 1859. He was a student in Eugene in 1870 where his father was a State Legislator, but graduated from Pacific University in 1874. His father was killed in a run-away incident in 1872 near his farm.

From the beginning, Eugene was involved in Republican politics, attending most of the county and state conventions and serving as the Secretary of the State Central Committee. He was awarded Contract 239 for fractional T3N R8E at Carson, WA in 1878. Eugene was also a GLO Surveyor in Oregon, surveying six Contracts from 1877-1881, totaling 35 townships, all on the East side, and mostly exteriors. BLM surveyors report his bearings to witness trees were only to the nearest 5 degrees, but his distances were accurate. From 1878-1887 he served as the executive secretary of the State Land Board of Oregon.

Eugene somehow made a lot of money and was a partner in a 12,000 acre cattle ranch with his brother Frank. In 1893 he purchased the Reed Opera House on Liberty Street in Salem, and built the McCornack Building next to it. He also owned the First National Bank of Salem. Steven Puter, in his book "Looters of the Public Domain", written from jail, accuses McCornack of selling the rights to purchase State Indemnity Lands in the Corvallis School Lands Fraud. As Secretary to the State Land Board, he would personally charge an additional \$1.25 per acre for the rights to purchase lands and pocket that amount. The payments would go to his bank, and the State Treasury would be paid by the bank, with no accounting. Eugene also kept privately the only record of which school lands were available, and sold that information at a high price.

In 1899, he married Edna Moody, the daughter of Governor and U. S. Deputy Surveyor, Zenas Moody. She died of typhoid in Salem 6 years later, having no children. Eugene and Edna were living in the Moody home in 1900, where Eugene was listed as a lawyer. He was still living with the Moodys in 1910 after Edna died, and he reported no occupation. He was also the brother-in-law of USDS Charles M. Collier and the brother of Clerk Walter Ross McCornack. Just before he died in 1916, he had reclaimed 8000 acres of tule next to Upper Klamath Lake. Eugene died in Salem, still living at the Moody residence, and left an estate of about \$800,000. He is the namesake of a building at Collier State Park Logging Museum North of Klamath Falls.

McCoy, John

L.

1853-1904

USDS

Contract 292 (Part 1883
of the Benson
Syndicate)

to

no more



1901

John L. McCoy was actually a real person, working as an employee of John Benson of the Benson Syndicate. He did officially have \$26k worth of Contracts in California, but it is unknown if he was really the surveyor on the Contracts that bore his name. He received Contract 292 in Washington in 1883 for 9 townships in a block East of Entiat comprising most of the Entiat Valley. The work had a bond only, and was cancelled before a Contract was written.

The exteriors of those townships were listed in Contract 291 in the name of Charles Holcomb, a Benson surveyor, and the subdivisions were in the name of George Gardiner in Contract 293, another Benson surveyor. J. R. Glover and George Perrin, the partners of John A. Benson were the notaries for the field crew in different Contracts in Idaho. They also held contemporary Contracts. He received final approval of Contract 110 in Idaho as late as March, 1886, as did Perrin and Glover.

John was in Wyoming in the fall of 1884, surveying for five weeks on a Contract he had not yet received, but obviously had been guaranteed. This was between the 9th and 10th Standards North and the 11th and 12th Guides West. He set only a fraction of the corners on the ground. The County Surveyor wrote a letter to the Commissioner complaining about this fraud. There was a February, 1886 directive to Wyoming to suspend McCoy's surveys and to debar him from future work. At least some of his suspended Idaho work was filed in the record in 1896, after the Benson Syndicate reached a compromise with the GLO. They were allowed to correct the work (which they never did), and were paid for the suspended Contracts.

The signature on the oaths for his Contracts in Idaho do not match his signature in his biography. McCoy was a United States Commissioner in Nevada, along with J. R. Glover, in 1884. He purchased a cattle ranch in 1884 at Embar, on Owl Creek, near Thermopolis, Wyoming, and raised Hereford and Galloway Cattle. He had surveyed a Contract nearby. John was the largest property owner in Thermopolis, including the Keystone Hotel, the Ives Building which is on the Historic Register, and the Opera House. He held a large block of stock in the First National Bank of Thermopolis.

In 1900 he was living with his younger brother on his property, the Keystone Ranch. A biography of him was published in 1903 in Wyoming. His ranch was for sale in the newspaper from July-November of 1904, for reasons of poor health. He died in October, and the Thermopolis newspaper was talking about the settling of his estate in June, 1905. His common-law-wife sued for his estate, and according to a Western forum, she prevailed. (biography)

**McCoy,
Marion P.**

1860-1944

SES

USDS

Special Instructions 1903

to

Special Instructions 1906
(8/4/1906)



1895

WA PLS 1365. Marion was born and raised in Ohio, and at 20 years of age he was still working on his father's farm in Van Wert County. He completed 4 years of college, and in 1885 he was a deputy county surveyor in Iowa. He returned to Van Wert County and was elected County Surveyor from 1885-88. By 1890 Marion lived in Watonga, OK, being elected as a director of a church. He married Frances Teubner in 1890 in Ohio, filed a Homestead within the city limits of present Watonga, and eventually patented it in 1894.

Marion surveyed about 200 townships in Oklahoma from 1895-1898, mostly as a U. S. Surveyor for the USGS. He was elected as a Representative in the Third Oklahoma Territorial Legislature in 1895 from Blaine County, serving on several committees. He was in the Dakotas surveying for the USGS in 1898 on Forest Reserves. McCoy was appointed a Special Examiner of Surveys out of Washington, D. C. in 1899 for several Western states, continuing at that for the next ten years, examining 5 surveys in Oregon and 209 surveys in Washington alone. He also performed small original surveys as a U. S. Deputy Surveyor as needed. His home town in 1900 was Highland, Iowa.

While assigned to Seattle he also had the title of Special Disbursing Agent, which allowed him to make out checks from the Federal Treasury, including his own. It was too tempting, and he was caught making out false expense checks to fake vendors, and cashing the checks himself, beginning in 1907. He also started paying himself for work he did not perform such as examinations in Montana. The amount is unknown, but later an amount of \$15,000 was said to be a small part of it. The newspapers said he spent the money on "wild speculation". Federal Investigators caught him in 1909, and he was convicted of embezzlement and sentenced to three years at McNeil Island Federal Penitentiary, beginning September 1909, and ending when paroled in March of 1911. He performed examinations until 1909, but the official record stops at 1908.

In 1920 he was a civil engineer for the State Highway Department in Spokane, and District Engineer in Brewster in 1925. He then was elected Okanogan County Engineer from 1926-1937. In 1937 at age 77, a newspaper article talked of him supervising the running of level lines in Okanogan County for the future irrigation from Grand Coulee Dam. He and his wife were still in Okanogan in 1940, but he died in Georgia in 1944. His only son was a college graduate and a chemical engineer for a petroleum plant in New Jersey in 1940.

**McDonald,
Adolphus
Cranston**

1864-1933

Rep

USDS

Contract 406

to

no more

1893

Adolphus was born in Ohio, and at age 16 in 1880 was working on the farm of his father. By 1889 he was listed as a farmer in Colfax, Washington. From 1891-1893, he surveyed subdivision plats in Colfax, WA, and in 1893 he became Whitman County Surveyor. Adolphus was awarded Contract 406 in 1893 to survey the North Boundary of the Colville Indian Reservation from the Okanogan River to the Columbia River, a distance of about 65 miles, and to survey several township boundaries North of the Reservation. The Dawes Act was passed in 1887, and the Office of Indian Affairs was anxious to proceed with allotting the Reservation.

In December 1893, McDonald filed his returns, and they were rejected in January 1895. The Surveyor General of Washington wanted to hire someone new, but the Commissioner, getting pressure from the Indian Agency, gave directions to work it out. Adolphus corrected the work by August, but was rejected again the next February.

McDonald gave up, and the sureties hired William J. Roberts to resurvey the North Boundary of the Reservation, which he filed in September of 1896. T. R. Hinsdale made an examination in May of 1897, and the Surveyor General approved it in 1898, except for three miles in the middle which were rejected. They apparently agreed to accept a five chain error in the South line of T35N R29E, which George Schwartz later resurveyed, still leaving the 5 chain error.

Roberts was a recent graduate of MIT in Civil Engineering, and was a Professor at WSU in Pullman. The township lines North of the Reservation were cancelled, and they were reissued in 1903, ten years late. Adolphus married Lillian Sewell in Wisconsin in 1894, was in Colorado in 1896, Wisconsin in 1898, returned to Missouri, where his in-laws were living in 1898, and in 1900 was a real estate agent in St. Joseph, MO. He was in Portland, OR, as a real estate broker from 1906-1931, operating as A. C. McDonald and Son from 1921-1931, with an office on Lombard Street in St. Johns. He filed a 120-lot subdivision on Lombard Street in 1921. Adolphus died in Portland in 1933, and he and his wife are buried in unmarked graves in Lone Fir Cemetery in Portland.

McFall, George**William***1829-1908*

Comp

Contract 32 (Oreg. 1853

Territory) (as

Compassman for

Butler Ives and

Joseph Hunt)

to

no more



c. 1900

Born in Ohio and raised in Wisconsin after 1844, George came to Oregon City in 1851 via the gold fields in California. He was hired by Butler Ives in the fall, in whose employ he stayed until he left Oregon, working much of the time as compassman. On exception was when he worked as a compassman for Anson Henry for one township near Gresham.

George began as a crewman for Butler Ives on Butler's first Contract in 1851. He continued as a chainman for 3 more Contracts until Contract 28 in 1852 when he was promoted to compassman. In 1853 Butler Ives and Joseph Hunt were awarded Contract 32 which was for several townships along the Columbia River on both sides, and for several townships near Chehalis, Washington. George was the compassman for Butler on his portions. When Butler received Contract 39 for many exteriors and township surveys in the Rogue River Valley from Ashland to Grants Pass, again George was the compassman for Butler's portion.

After finishing this survey in October, 1854 in the Rogue Valley, Oregon, McFall travelled South to San Francisco and then back East to Wisconsin. He married first in 1858 and then again in 1880 after his first wife, Laura, died in childbirth in 1873. George sold his original 107 acre farm in 1875. He had farmed for awhile, raised 9 children, and was an elected County official in many offices. He was: County Treasurer of Harrison Twp. from 1863-67 and 1869-1876; County Surveyor 1871-74; County Clerk 1878-82; Board of County Supervisors 1876, 1882-86, 1894-95, and 1897-99; and Superintendent of the Grant County Poor Farm 1880's to 1892. He was exempt from the Civil War because of poor eyes. He has a diary at the Oregon Historical Society.

Here is a story from "Chaining Oregon" by Kay Atwood: "Ives and his crew pushed on through a wet, miserable January (1853). The company narrowly escaped tragedy when McFall, balancing across the Willamette River on a log, tripped on a limb and fell in. The current quickly sucked him under and, as he grabbed for overhanging branches, he dropped the compass and tripod in the fast moving river. Keen and Potter scrambled out on the log and, one holding on to the other, twisted under the water to free their trapped colleague."

"Relieved that McFall was safe, but frustrated at the loss of equipment, Butler Ives went to Oregon City for another instrument. In the meantime, the remorseful McFall searched the icy waters until he found the tripod. He waded back into the cold river the next day to look for the compass, triumphantly pulling it out only damaged. Equipment in hand, the company resumed the survey rather than wait for Ives' return. Unaware that McFall had found the instrument in usable condition, Ives bought another solar compass from draftsman Dubois for \$250."

**McIntyre,
Horace Lacy**

1867-1914

USDMS

Mineral Surveys 1902

to

Mineral Surveys 1904



Born and raised in Colorado of Canadian parents, Horace was living with his large family in 1870, with his father shown as a prosperous lumberman. He was living with an aunt and uncle in 1880 in Douglas County, CO, and also with his mother in Denver. His much older brother, John D. McIntyre, went to Montana from 1882-1890, and engineered and developed several large irrigation projects.

By 1889, Horace was a civil engineer in Helena, MT, working there until 1897. Horace received Special Instructions from the Surveyor General of Montana in 1891 to survey an island. He married Mary Alice Searles in Chouteau, Montana in 1894, and in that same year was listed as the Irrigation Supervisor for the Blackfoot Indian Reservation. He had engineered, and constructed, with Indian labor, a system of ditches to irrigate portions of the Reservation. In 1899 Horace came to Spokane, and worked as a mining and civil engineer until at least 1910. While there, he and his brother Charles created an official map of Spokane. He surveyed 9 Mining Claims from 1902-05 near Nespelem, Fruitland and Inchelium.

Nevada listed him as an officer of a corporation doing business in that State in 1910, and he was noted as the creator of a map of a water right on Cottonwood Creek in Nevada in 1913. He was living in Eagleville, Nevada when he shot and killed himself in 1914 at Pioche, Nevada, leaving a wife and 3 teenage children. He was promoting a colonization project nearby. His wife remarried in 1920.

**McIntyre, John
Donnelly**

1848-1930

SES

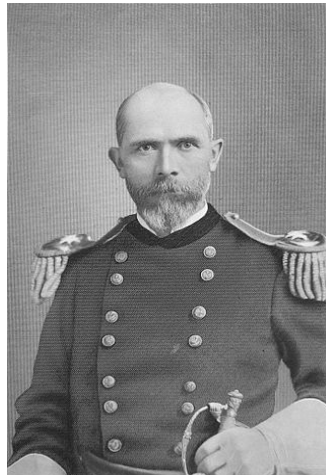
USDS

Special Instructions 1892

to

Contract 411 1893

(5/19/1893)



Born in Canada, John moved with his family to Denver in 1860. His father was involved in mining and built the first toll road in Colorado. In 1870, John was elected Enrolling Clerk of the Colorado Legislature, which secured his appointment to West Point. After leaving West Point, he went back to Denver for awhile, apprenticing in mining and civil engineering before going to Deadwood, South Dakota in 1877, where he worked as a U. S. Deputy Mineral Surveyor.

He bought the Minnesota Mine and was chief engineer of the Great Homestead Mines. The year 1882 brought him to Montana, where he was part of a company that organized several irrigation companies, raised money, and built over 400 miles of irrigation canals. Along with others including Walter Granger, he built: the Great Gallatin Canal, which took water out of the Gallatin River and transported it 20 miles to irrigate the Bozeman, MT Valley, completed in 1889; the Big Muddy Storage Reservoirs; the Chestnut Valley Canal, which takes water from the Missouri River above Half Breed Rapids, and carries it northward some 20 miles to open up farming country; the Florence Canal West of Great Falls; and the Sun River Canal, running from Sun River, MT to Vaughn, MT just West of Great Falls.

John had a Contract as an Examiner of Surveys in Washington in 1891, examining at least 3 Contracts. He gave a favorable report on George Schwartz, except that he said that George used Francis Flood as Compassman for part of the work. He also gave the green light to John Nailor, clearing him of accusations by a settler. He used future U. S. Deputy Surveyor Robert H. Young as a crewman in these examinations, as well as on Contract 405. In 1893 he was awarded two Contracts of his own, while at the same time serving as a chainman for John L Beatty just to the South of one of his Contracts. Beatty drowned crossing the Skykomish River in 1894, and John may have acted as Compassman to finish the survey.

Contract 405 was for the survey of the exteriors of 36 townships East of the Okanogan River and South of the Canadian Border. They were not inspected and he was approved in 1894. Contracts 410 and 411 were for T27,28N R10E and T28N R11E, all fractional townships at Index, and were surveyed in 1894. He was inspected by Charles V. Sheldon in August of 1895. Charles reported several problems, including a missing corner and a 5 chain error, which required John to return to the field in 1896 to resurvey all of T28N R10,11E and a portion of T27N R10E, at least 15 miles of line. He was examined again by A. B. Little and approved in 1899.

John developed the concept of buying arid land, building the irrigation canals, cultivating and planting apple trees on it, and then selling the developed land for \$500 per acre, with nothing down, and \$2 per acre per month. He was Brigadier General of the Washington National Guard in 1896, and was active throughout the Spanish-American War. He was still in Seattle in 1930. His family currently has a presence on the internet as the McIntyre & Bauman Group, representing family mining and real estate interests. (biography)

**McKenzie,
Charles Parker**

1864-1892

USDMS

Mineral Surveys 1890
to
no more

Charles was born in Quebec, Canada, and after 1881 worked as a young man in the Southern states in mining and civil engineering. He attended McGill University in 1886-87, and in 1888 was assistant engineer at the Pueblo Smelting Works in Pueblo, CO. He did preliminary surveys for UPRR in North Carolina, and then was assistant engineer on construction for the ORN RR from Rockford to Spokane. He was boarding in downtown Spokane in 1889 and ended up in Snohomish as City Engineer in 1891.

Charles married Alice Martha Hatton in June of 1891 in Snohomish County before surveying several Claims in late summer and fall, 1891. His younger brother, Parker, and future U. S. Deputy Surveyor, William R. Whitton, were crewmen on those surveys. He died in January 1892 before his first child was born. He started to walk some 30 miles up a trail along the Stillaguamish to some Claims he owned, but died of exhaustion and the elements before reaching them. He was noted as a tall stalwart man.

**McLean,
George J.**

1867-

USDS

Contract 421

to

no more

1893 George was born in Ontario, Canada, the son of a Scottish immigrant, who worked as a merchant and miller. George was still in Ontario in 1871 and 1881, but was a surveyor for Scurry and Owens in Seattle in 1890. The rest of his family arrived in Seattle by 1892, and he was listed as a surveyor in 1892, in that household. He was awarded Contract 421 in 1893, but Albro Gardner told the Surveyor General that McLean would not take the Contract, and it was cancelled and issued to others.

He was fact was working in Yakima with H. K. Owens for NPRR, engineering and surveying canals and ditches in their irrigation project from 1893-94. He didn't get paid his last \$500 before the NPRR bankruptcy, and in 1897, both he and H. K. Owens were suing to have their debts called preferential debts, but instead they were added to the debts to be paid out of surplus money.

George was living with his brother Donald in Kougarok District, Alaska in 1910, listed as a civil engineer. This was about 100 miles North of Nome, and an active gold mining area. There was significant railroad construction there at that time. He was appointed a United States Commissioner of Kougarok in 1910, and continued until at least 1911. His Post Office was Shelton, the terminus of a recently constructed 80 mile railroad. He did a Mineral Survey near Kougarok in 1912, and testified in court about it later, an that is the last record of George. His brother died about 1930 at Nulato on the Yukon River.

**McMicken,
Herbert H.**

1854-1932

Rep

Dr/Clerk

Clerk

to

Clerk

1879 Herbert was born in Wisconsin as the son of William McMicken, where his father was a machinery manufacturer, and had earlier been a civil engineer. The family shortly moved to Manterville, Minnesota, where his father bought 640 acres to grow wheat. They stayed there until 1873, surviving his father's absence for 4 years during the Civil War. His father took a job in 1871 in Kalama, WA with NPRR during the construction of the Kalama-Tacoma road. After William was named Surveyor General of Washington in 1873, the family moved to Olympia in 1874. They travelled by train to San Francisco, where William met them, and then by steamer to Olympia. Herbert was noted as a Chainman for Thomas Reed at Sunnyside in 1874.

He was living at home and listed as a Clerk at an unknown job in 1877, and by 1879, he was a Clerk in the Surveyor General's Office of his father. Herbert married Helen Parker in 1878, thereby joining the families of McMicken, Ostrander, Parker and Hayes. He worked in the Surveyor General's Office until about 1886, when his father was replaced, at times both as Assistant Draftsman and Clerk. His wife sold sketches and watercolors to supplement their income in the early years of their marriage. In 1883, Herbert, John Tweed, and Albert Treadway purchased some timber land from the U. S. in Washington, an action that was forbidden for Federal employees. The action was reversed, and on appeal the decision was upheld, and the purchase was voided, even though the properties had been sold to others.

He was a Clerk in Olympia in 1889. His father was appointed State Treasurer 1887-89, and Herbert probably worked as a Clerk in his office. By 1892, Herbert was living in Seattle as President of the Washington Realty Co., a position he held until 1895, during the Panic of 1893. In 1898-99, he was a conductor on the Madison Street Cable Rwy Co., and still in Seattle in 1901. Under the new Surveyor General, Edward Kingsbury, in 1902 Herbert resumed his position as Clerk. He continued through a succession of Republican and Democrat Surveyor Generals until Clair Hunt from 1921-1924. He lived in Washington until he died in Bremerton.

**McMicken,
Maurice R.**
1860-1940

Rep
Dr/Clerk
Clerk 1874
to
no more



1880

Maurice was born and raised in Minnesota as the son of William McMicken, a former civil engineer, farm equipment manufacturer, and current wheat farmer. He came West with his mother and siblings shortly after his father was appointed Surveyor General of Washington in 1874, going by train to San Francisco, where his father met the family, and then to Olympia by steamer. He attended and graduated from the University of California in law, from 1877-81.

He worked in the Surveyor General's Office of his father in 1879 as a Messenger. After graduation, he went to work as a clerk in law offices in Seattle. He passed the bar, soon became a Partner in 1883, and continued in that capacity, mostly representing business throughout his career, including mining, sawmilling, and railroading. He married Alice Smith, an immigrant from England in 1885. Maurice lived the rest of his life in Seattle, and died there in 1940. He devoted his legal work to office duties rather than court work.

Maurice ordered the construction of the "Lotus" in 1902, a 92 foot cruising boat, designed to be used on the inland waters of the Puget Sound. Construction occurred in 1908-09. It was constructed of fir planks with double fir framing and an oak keel. It was still in excellent shape in 1978 when it was placed on the National Register of Historic Places. It had a large, luxuriously appointed saloon, two bedrooms, two baths, an owner's stateroom, crew quarters for 4, pilot house above with enclosed smoking room, large second story covered deck, and galley. It could house a party of 11, crew of 4, and range 1500 miles. The original guest book remains with the boat, and includes Ashael Curtis, and members of the Denny, Bremer and Stimson families. He owned a gold mine in Alaska and motored the boat up there, where he lived and used it as a office for a period. He used the "Lotus" until his death in 1942.

As a Partner, William's law firm went through many name changes, but was always one of the most prominent firms in the State. He retired in 1930. He was a member of the Rainier, University, Seattle Golf and Country, Artic, Seattle Yacht and Royal Victorian Yacht Clubs. In addition to his law practice, he was involved in many businesses including: an incorporator of the Madison Street Cable Car company; First Avenue Street Railway; major shareholder in the Post Intelligencer; vice president of First National Bank of Seattle; director of H. F. Ostrander Co.; president of East Waterway Dock and Warehouse Company; and secretary of Yesler Estates, Inc.

Alice died in 1921, and he remarried to widow Laura Rumsey in 1923. There are some papers and photographs of his in the William McMicken Collection at the University of Washington Library. (biography)

McMicken,

William C.

1827-1899

Rep

S G

Washington 1873

Surveyor General

to

Washington 1898

Surveyor General



William was born in Youngstown, New York, the son of a Scottish immigrant and civil engineer. When a child, the family moved to Medina County, Ohio, where he was raised and educated, learning civil engineering from his father and cabinet making from an uncle. He struck out on his own in 1847, moving to Lake Mills, Wisconsin to purchase an interest in a manufacturer of farm machinery.

William sold that in 1854 and bought 640 acres of wild prairie land near Mantorville, Minnesota, and began farming. He developed 560 acres and sowed wheat on 400 acres until 1869, when he sold out. William was elected Dodge County Recorder 1858-62. He volunteered for the Civil War in 1862, first fighting the Sioux, followed by fighting in the War in Tennessee, and then throughout the South until 1865, beginning as a First Lieutenant and ending as a Captain. An appointment followed as Assessor of Internal Revenue of the First Congressional District at Mantorville, lasting six years. Health forced him to move to Kalama, Washington to take a position with the NPRR in 1871 during the construction of the RR between Kalama and Puget Sound. He met many of his future Deputy Surveyors during that engagement.

President U. S. Grant appointed him Washington Surveyor General in 1873, and he was reappointed by Presidents Hayes, Garfield and Arthur until 1886. During his term, surveys included: the San Juans, reservations and allotments, coal and timber lands, and the Big Bend and Palouse. He removed David Clarke as Chief Draftsman and installed Albert Treadway when he took office, explaining that Treadway had helped secure him the appointment. Augustus Cowles was his Chief Clerk throughout his tenure, and his two sons both worked as Clerks. He was not beyond breaking rules, as when he gave Isaac Smith a Contract in 1873, despite his service in the Confederacy, by doing it in David Clarke's name.

McMicken was Surveyor General and Augustus Cowles was his Chief Clerk throughout the era of the Benson Syndicate, approving many Contracts to Benson Surveyors, at the same time pleading for inspection surveys. It is hard to imagine that he did not know what was going on, with common bonds, preprinted notes, and complaints from settlers and legitimate Deputies. There were in essence no examinations during his 14 year tenure in office. In 1883, in the middle of the Benson surveys, the Surveyor General's Office burned down, destroying all the records. Copies had to be made in Washington, D. C. from the copies sent there earlier. When Democrat Grover Cleveland was elected President, William was replaced.

Governor Squire appointed him Territorial Treasurer in 1886 for two years. After statehood, he retired from public service to practice law, and was a tideland appraiser in 1892. He lived in the house that James Tilton had built in Olympia. With the Republicans again in control, William was again appointed Surveyor General by William McKinley in 1898, serving until he died in office in 1899. He was the namesake of McMicken Island in Mason Co. His family papers and photographs are at the University of Washington Library. (biography)

<p>McPherson, James Lennox <i>1873-1931</i> USDS USDMS 332 (as compassman 1891 for Charles M. Anderson for part of the work) to Mineral Surveys 1910</p>	<p>Fellow, Royal Geographical Society. James was born in Canada and came to the U. S. as a youth by 1880. His mother was a teacher at the University of Washington, and James and his sister, Laura, were listed in the Training School there at age 10. By 1890 he was a chainman for his brother-in-law, Charles M. Anderson, in Seattle, and also in 1891 as a chainman on the survey of T15N R6E. Anderson was a professor of mathematics at the University until 1881. Anderson used a compassman for part of the work, and James was the logical assumption. There were enough crewmen listed to furnish two crews. There was a large error around Section 14, and Anderson had to go back and do corrections after the exam by Charles Goerhing. James was living with his parents as a civil engineer in Seattle in 1892.</p>
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He was awarded Contract 447 in 1894 for two townships on the Pacific Ocean and the Queets River, just North of the Quinault Reservation. His field notes mentioned that he had to suspend work because he could not get supplies. Ralph Ober wrote that he worked with McPherson on this Contract, but he is not mentioned in the notes. James surveyed T25N R9E on the North Fork of the Snoqualmie River in 1896, with an examination by Charles Sheldon that showed no problems.

He teamed up with Thomas Wyche in 1896 to resurvey the new court-ordered South Boundary of the Yakima Reservation. They apparently shared the work. The same two surveyed T38N R39E and two adjacent townships on the Columbia River 20 miles North of Colville in 1897. Again exams by M. P. McCoy and A. B. Wood showed the work acceptable, in spite of the situation that they were retracing the grossly distorted work of the Benson Syndicate on the township exteriors. In 1897 James began surveying Mining Claims near the location of his last Contract at Northport. Over the next 20 years in Washington, he surveyed 94 Claims in all.

James was submitted as a compassman to redo the survey by Alexander Reynolds in 1899, but was not selected. He was living in Seattle in 1900 as a civil engineer with his parents and a wife, Emma. About then, he began working in Alaska as a Mining Engineer and Railroad Engineer until approximately 1924, while maintaining a residence in Seattle. He was active in the Pacific Northwest Society of Engineers in 1907-08, presenting papers on engineering in Alaska. He wrote articles from 1908-18 titled: "The Engineer in Alaska", "The Economic Design of Pressure Pipe Lines", "Alaska, Our Frontier Wonderland", and "Alaska's Mineral Development".

He was a U. S. Mineral Surveyor in 1903 in Alaska, naming many features near his surveys. In 1906, Congress authorized the funds to do a reconnaissance of a land route from Fairbanks to Council (near Nome) and James was appointed as the engineer-in-charge. He spent the summer in that effort, traversing 600 miles, personally directing the work of 4 parties. He stated that he lost 10 horses himself, 2 being drowned crossing the Koyukok River, and the others being shot for the inability to proceed further. Webster Brown surveyed the segment from Fairbanks to the Yukon river at Rampart Rapids.

James was listed as a U. S. Deputy Surveyor and a U. S. Deputy Mineral Surveyor in Alaska in 1907. He was named in 1914 to lead a reconnaissance survey of a railroad route from Cook Inlet to Iditarod City by the Alaska Engineering Commission, up the Kuskokwim River. He produced 44 maps and 580 photographs, with none of himself. In 1915 he was secretary to the Alaska Bureau of the Seattle Chamber of Commerce, and by 1916 he was the manager of that effort. He continued at that position until 1921, when he was discharged. The time after 1924 was spent surveying subdivision plats in King County until 1931 when he died, with the last plat being finished by another firm. His son had graduated from Annapolis in 1930.

**McQuinn, John
Anderson**

1855-1928

Dem

Comp

USDS

Contract 290 (as 1883
Compassman for
James K. Hull, part
of the Benson
Syndicate.)

to
Contract 523 (with 1897
Ralph Hardenbrook)



John was born and raised on Sauvie Island, Multnomah County, Oregon. He graduated from the University of Oregon in 1879, and in 1881 married another classmate, Nancy Caroline Cornelius. By 1881 he was a Deputy Surveyor in Oregon at Bridal Veil, and also the Multnomah County Surveyor. He received Oregon Contract 466 for at least 4 townships near Glide, and surveyed them between April and June 29, 1883 with George Collier as compassman.

There were errors and distortions of over 1300 feet in his work, as disclosed by subsequent surveys. Benson Surveyor James K. Hull, probably fictitious, listed John as the compassman for all 7 townships under Contract 290 in 1883, Northeast of the Spokane Indian Reservation. It is John's signature on the oaths. Either he did the work, or he signed several pages of blank oaths to be later filled in by the Syndicate. There were gross distortions of over one half mile in the East Boundary of the Reservation that were corrected in a later survey. He began this survey one week after finishing the previous one in Oregon, and continued into December.

The year 1884 brought him Contract 103 in Idaho for 8 townships 100 miles East of Boise. It was finished by the end of the year, but he was still in Boise in 1885. He was not paid until 1888 because the Surveyor General lost the oaths, and the Commissioner would not accept the survey without them. The oaths in the field notes are not original signatures, so he must have prevailed. John is most known for the "McQuinn Line", the result of an 1886-89 Oregon GLO Resurvey of the West and North boundaries of the Warm Springs Reservation. In the middle of this survey, he received a Joint Contract with Frank Campbell to survey the townships adjacent to the North boundary. The new line added about 80,000 acres to the Reservation from the previous survey.

It was not settled until 1972, with the basic result of affirming McQuinn's line, and deeding most of the area to the Warm Springs Indians. There is no record of any of his work being examined up to this point, but this work was examined by Henry Martin and Alonzo Gesner. He continued to receive small Oregon Contracts from 1891-96, and all were examined. John maintained a survey practice in Portland until 1928 when he died, forming partnerships along the way with Tom Hurlburt in 1887, Herman Gradon in 1889, Eugene Schiller and Robert Bonser in 1897, C. G. Powers in 1928, and others. He had 3 children, with one son dying as a child. He was separated from his wife by 1892, and ultimately divorced. She worked as a teacher until at least 1930, and never remarried.

The one Contract in Washington was in partnership with Ralph Hardenbrook, who lived with John and his second wife for awhile afterwards. It was for 4 fractional townships in 1897 at the very Southeast corner of the state. They were inspected by A. W. Morris, and the survey needed correction of the notes. Both McQuinn and Hardenbrook were in Alaska at that time (1898), and the corrections were done through their attorney by David P. Thompson, a former Deputy Surveyor. After two sets of corrections, they were approved in 1899.

John was a U. S. Deputy Surveyor and U. S. Deputy Mineral Surveyor in Alaska until at least 1907, and remarried in 1907 to Mary. In 1904 he acquired land on Cook Inlet for a colony of Finns, maybe something to do with the reindeer experiment. John received two Contracts in 1910. The first had a huge crew, and Ralph Hardenbrook was listed as an axman. The second was canceled for unknown reasons. He and his new wife sailed to Ketchikan in December 1912 for some reason. Later comments on the quality of McQuinn's work have been negative, claiming that search areas for his corners are very large. One of his original field books is at OHS. Mary died in 1926, and John died in Portland in 1928. Both are buried in Riverview Cemetery, a cemetery he surveyed in 1883.

**McReynolds,
James Ewing
"Ewing"**

1842-1918

Rep

USDS

Contract 350

to

no more

1890

The most likely candidate to be Ewing McReynolds, Deputy Surveyor, would be the Ewing McReynolds, living in Olympia in 1885, 1892, 1900, and 1910. He attended Central College in Iowa and served in the Civil War for four years, ending as a Corporal. Ewing was a carpenter in Otley, Iowa in 1870, just after marrying his first wife. He was a teacher in Des Moines, IA in 1880 but was separated from his wife at that time. She was living with her father with her 4 young children, and listed herself as divorced. They both remarried in 1881 in Iowa, with Ewing marrying Addie. Ewing was in Olympia in 1885 and stayed there until he died in 1918, except for briefly returning to Iowa in 1892.

He patented 160 acres by Homestead Entry about a mile Northwest of Bordeaux on the Mima River, including Mima Falls in his homestead. While in Olympia, he was a teacher, a Justice of the Peace, a City Councilor, a School Director, a real estate broker, and a timber cruiser, but no mention of surveying. The survey of 4 sections was funded by \$75 worth of Special Deposits, and came in \$1.25 under budget. The 6 man field crew consisted of neighbors and several settlers awaiting the survey in those 4 sections. Ewing's homestead abutted this survey to the North, for which he had just received the patent a few months earlier.

Addie died in February, 1917 in Olympia, while Ewing was convalescing in California. In April of 1918, Ewing was taken into custody for insanity, and he was given a guardian. His daughter came to Olympia to take him to Kansas to live with her in July of 1918. Ewing died on the train at Kit Carson, Colorado in 1918 from a fall from a platform on the train on the way to Kansas.

**Meeker, Ezra
Manning**

1830-1928

Rep

USDS

Contract 89 (with 1866

John V. Meeker)

to

Special Instructions 1868



c. 1880

Ezra was born in Ohio, and at age nine moved to Attica, Indiana, and then to Indianapolis, receiving only about a total of four months education in his youth. He married Eliza in 1851, and in 1852, came over the Oregon Trail with his wife, baby, and brother to Portland. They then settled in St. Helens, OR, and finally took a claim where Kalama, WA, is now located, only to sell this and relocate to McNeil Island in 1853.

Ezra went back to Ohio via Panama in 1854 to help his parents move west, and came right back the same way. Learning that his family was in trouble, he backtracked over Naches Pass in late 1854 to find them, only to learn that his mother had died of cholera and a younger brother drowned. He left McNeil Island for Tacoma and filed a claim there. The Indian War brought him to safety at Steilacoom, where he engaged in merchandising with his father and brother, Oliver, until Oliver perished at sea returning from San Francisco with the goods they spent all their money procuring.

He sold his claim at Tacoma and purchased a new one near his brother, John Meeker, in the Puyallup Valley. Ezra had been a cook and a flagman in a survey crew in Iowa in 1852, and sought a survey Contract from Selucius Garfield in 1866. All of the GLO Contracts of Ezra Meeker were under the Democrat regime of President Andrew Jackson and Surveyor General Garfield, even though he was a candidate at a Republican Convention later in his life. His first Contract was a Joint Contract with his brother, John, in 1866 for 2 fractional townships on the West side of the Puyallup Indian Reservation, from Parkland to Old Tacoma.

He received his own Contract in 1867 for T22N R5E on the East side of Kent. This one had been issued to Selucius Garfield, but when he was appointed Surveyor General, it was issued to Ezra. In one of his books, he writes of trying to survey a township line through the Reservation, but the Indians would not let him proceed. They all had to travel to Olympia to finish the negotiations. His son, Marion, was a frequent crewman. Another Contract followed in 1867 for 3 fractional townships on the Northeast side of the Puyallup Reservation, and then another Contract in 1868 for T20N R2E, which is most of Tacoma. Under Special Instructions, Ezra surveyed 21 Donation Land Claims from 1867 to 1869, in the Puyallup and Tacoma vicinity, including his own Claim. There is no record of any examinations of his work.

In 1867, he planted some hops that were profitable, and ended up having 500 acres under cultivation, until 1891 when the hop louse decimated his crops. That loss, together with the "Panic of 1893", wiped out his fortune. Nationally, he had been known as the "Hop King of the World". Just before the "Panic", Ezra had built an electric RR to Tacoma, a hotel in Puyallup, a huge mansion, and an electric power plant for the city. He used his own funds to reimburse investors of the failed Puyallup National Bank.

From 1868 to 1884, he had run a store in Puyallup, until he sold to his son Marion. During the Frazier River Gold Rush in the 1860's, he hauled his cows to Bellingham and set up a store to supply the miners heading north. In the Alaska Gold Rush, Ezra made four trips over the Yukon Trail, hauling foodstuffs to Dawson City over a two-year span. Ezra wrote at least four books: "The Tragedy of Leschi", about the trial of the Indian Chief Leschi, with whom he was sympathetic, and had voted for acquittal at the trial; "Pioneer Reminiscences"; "Ezra's Short Stories for Children"; and "The Ox Team and the Old Oregon Trail."



In 1906, he started what was to make him the most famous, his retracements of the Oregon Trail to preserve it for the future. He travelled the route twice by oxen, making lectures to earn money, and placing monuments to the trail along the way. He later travelled portions of the trail by automobile, and at age 94 flew it in an open cockpit, and in seven days covered the distance that used to take seven months. He platted and named the town of Puyallup, was its first Mayor, and brought electricity and water to the town. His Victorian Mansion is the home to the Ezra Meeker Historical Society, and there is a statue of him in front of the Puyallup Library, commemorating the pioneers. There is a celebration in the town each year, "Ezra Meeker Days", and a Meeker Street in Puyallup.

He became sick in Dearborn, Michigan and died in Puyallup three weeks shy of his 98th birthday. His covered wagon and two live oxen were brought to stand outside at his funeral. His stuffed oxen and the wagon were displayed at the Washington State Historical Museum for many years.

**Meeker, John
Valentine**

1824-1910

Union

Rep

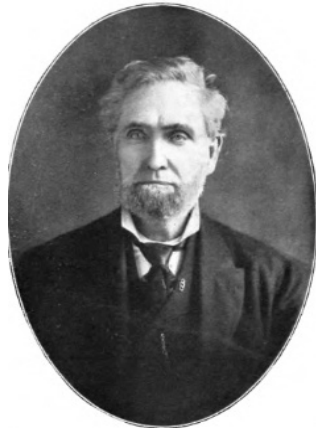
USDS

Contract 89 (with 1866

Ezra M. Meeker)

to

Contract 181 1873



John was born in Ohio in 1824, and was the older brother of Ezra Meeker. He was educated at the County Seminary in Indianapolis, apprenticed as a miller, and then taught school for ten years. He taught himself algebra, trigonometry, and surveying. In the year 1859, he travelled with his family to Steilacoom via Panama, arriving in December. John filed a Claim at Puyallup, and taught school there until 1870.

He was a Justice of the Peace beginning in 1864. Along with his brother, Ezra, he planted and raised hops until the hop louse ended hop growing at Puyallup in 1891. His first Contract was a Joint Contract with his brother, Ezra, in 1866 for 2 fractional townships on the West side of the Puyallup Indian Reservation, from Parkland to Old Tacoma. John was awarded a DLC Contract in 1871 for 9 DLCs mostly East of Puyallup. Contract 181 in 1873 was for only 3 miles of line just North of Puyallup. There were no exams of his work.

"Uncle John", as he was known, served as Pierce County Surveyor from 1874-1881, Pierce County Superintendent of Public Instruction for four years, Pierce County Commissioner, and U. S. Commissioner appointed by the Supreme Court. He actively participated in the Odd Fellows all his life, and at one time was the state Grand Master. John and his wife were living in California in 1903, but returned to Puyallup where his wife died shortly thereafter. John was living in Walla Walla in 1910 in the Odd Fellows Home when he died, but is buried in Puyallup.

Meloy, Francis

E.

1854-1904

Rep 1890

Dem ?

Comp

Contract ? (as
compassman for ?)

to

no more



Francis was born in Oregon, and was the stepson of Deputy Surveyor Henry N. Stearns and the son of Mary Goodell Meloy. He learned surveying by apprenticing with his stepfather for several years. He was named as the compassman for one township by a Special Examiner. He married Helen Fay in 1880 and lived in Lewis County until 1901. He was elected Lewis County Surveyor from 1887-93 and 1899-1903, and in 1893 was on the Chehalis City Council and affiliated with the Abstract Company. The Chehalis Nugget reported that his wife and children had moved to Zillah in 1901, and that Francis would follow shortly. William Meloy, the brother of Francis, was Yakima County Surveyor at that time and would become Yakima County Commissioner.

Francis died in 1904, and Helen was living with one of their sons in 1910 in Granger, Yakima County. He and his family are buried in the Zillah City Cemetery. (biography)

**Merriam,
Charles
Frederick Otis**
1875-1946
Mineral Surveys 1910
to
no more

Member AIME. Fred was born in New Brunswick of an American-born father, and came with his family to the U. S. in 1879, and by 1885, they were in Minneapolis. He attended college at the University of Minnesota, Class of 1898, and the University of Idaho. He was both a surveyor and a mineral surveyor in Spokane in 1900, and spent the rest of his career, from 1905 to 1946, as a consulting mining engineer in Wallace, Idaho. His one Mineral Survey in Washington was for 10 Claims up the Methow River near Mazama in 1910. His new wife in 1905 was Ethel Steen, the daughter of a mine owner. He was reported to have a fruit orchard in Payette, Idaho in 1915.

Fred's brother, Robert, was another mining engineer and spent most of his adult life in Wallace until his death there in 1942. Fred was the engineer or superintendent of many mining operations in Northeast Washington and Northern Idaho. Fred was approved as a member of AIME in 1914.

He was living with his wife and daughter in Wallace in 1920, but in 1930, he was in a hotel in Wallace, and his wife and daughter were in Spokane. They were in Santa Monica in 1935 and 1940, while Fred was in Wallace. Both indicated they were married on the censuses. He was of a short and slender build with brown hair and blue eyes.

**Mesick,
Frederick Peter**
1859-1941
Rep
USDMS
Mineral Surveys 1901
to
Mineral Surveys 1909

Idaho PLS 189. Fred was born and raised in Kinderhook, New York, the son of a farmer, and attended Cornell in Civil Engineering from 1876-1880, but did not graduate. In 1880, he was a surveyor in Gunnison, Colorado, and from 1886-1907, a civil engineer in Whitman County, WA, where he married in 1887. He was Whitman County Surveyor from 1888-1892, and surveyed 24 plats during that time. Part of the time in 1887, he was Winders and Mesick, and in 1889 he teamed for 2 plats out of Oakesdale with R. C. Canfield, who he defeated in 1890 for County Surveyor. He surveyed 5 placer Mining Claims on the Snake River in the Southeast corner of the State in 1901.

He worked in Spokane 1907-1910, and during that time he surveyed 15 Mining claims Southwest of Chewelah in 1909-10. He was a draftsman for GNRR in 1907, part of Hayes and Mesick in 1908, and the owner of Inland Empire Map Co. in 1909. Fred and his wife Adelia must have divorced before 1907, for he remarried her in 1908, with their daughter Charlotte as a witness. He travelled to Mexico in 1910, was in San Diego as a civil engineer in 1911, in Pasadena in 1912, and in 1919 he was an estimator for an electric railroad in Los Angeles.

Fred and Adelia divorced again in 1916. Adelia and Charlotte stayed in San Diego until 1910 when they moved to Oakland, where they lived until Adelia died in 1924. Daughter Charlotte was a draftsman and an architect. From 1920-1930 Fred was a civil engineer in Los Angeles, CA, mostly for the California State Highway Department. Fred had a new wife, Mary E. in 1920. He married Edna Kelly in 1936, but he was a widower in 1940.

Millar, Allan P.

1824-1904

Whig

Rep

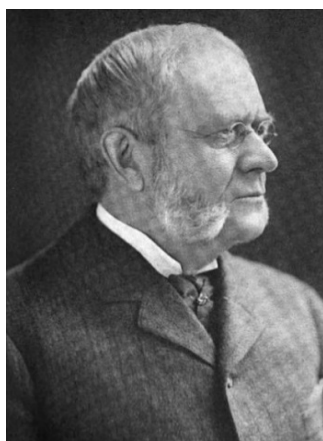
Dr/Clerk

Clerk

1851

to

no more



Allan was born in Genesee County, New York, the son of a tanner. He was educated in the district schools in Buffalo, New York, until he and his wife joined the party of John Preston on the way to Oregon as the new Surveyor General. Allan was a family friend, and Preston promised him a job as a Clerk at Oregon City. They travelled via Panama, and he started at work upon arrival.

In 1852 Allan was appointed the Clerk to the Territorial Supreme Court at Oregon City, with fellow Survey Clerk, Allen Seymour, as his assistant. Allan returned East in 1853, never to return, and left Seymour in charge, with orders not to turn the records over to anyone until Allan got back. Seymour had to go to jail before he relinquished the records, which were hidden in the Surveyor General's Office. .

Allan was in Buffalo in the leather business in 1860, married to Betsy, but she died there that year. Somehow, he had a son, Frank, born in 1862. He married again to school teacher, Emily Arnold, in 1863, who was childless, and they, and his business, moved to Chicago in 1867. He stayed and prospered there in the tanning and leather business until his death in 1904 in New Mexico, while on his way to vacation in California. He belonged to many social clubs and was affiliated with the Chicago Board of Trade. (biography)

Mills, George		George was first noted in Stevens County, WA, as a civil engineer surveying subdivision plats in 1890-91. The 1892 "Directory of Railroad Officials" listed him as the Chief Engineer for the Kettle Falls, Eastern Washington and Idaho RR, organized to construct a line from Spokane to Sand Point, Idaho. The Yakima Herald reported in May 1892, that Charles had returned from the Bumping River, where he had completed the location of a narrow gauge railroad. Before he was awarded his contracts near Yakima in 1892-94, he participated in Republican politics, was the County Surveyor, and became the engineer for the Portland, Vancouver and Yakima RR. (Never built East of the Cascades.)
Rep USDS Contract 403 (9/15/1892) to Special Instructions (11/13/1894)	1892 1894	

In 1894 he made a preliminary survey of the route from Yakima up the Ahtanum River to the summit of the Cascades. The RR was later built from Vancouver to Chelatchie Prairie in Clark County. George also obtained some government land which was watered by artesian springs, on which he planted potatoes. He was awarded Contract 403 for 25 mostly fractional townships on the Yakima Reservation in September, 1892. They were surveyed in 1893 with some trailing into 1894, and were examined by Henry Newby in 1894. Newby was quoted by the Yakima Herald that Mills work was "...extremely satisfactory -- in fact, he had never passed upon any engineering work that was more complete in all details."

George received Contract 407 for 4 more townships in February, 1893, in the same vicinity, and it was surveyed along with the rest. He did have to return in 1895 and correct 7 miles of work in T9N R18E, while at the same time surveying an additional 10 miles under Special Instructions, for which he got paid. In 1893, there were 3 distinct crews operating on the job, and whether there was a compassman is unknown.

George Mills is a very common name, and no person could be identified as this George Mills either before or after his Yakima experiences. The only person listed as an engineer or surveyor would be George C. Mills (1863-1919), an engineer from Rochester, NY, who was generally unaccounted for, so far, between 1890-1900. He worked for the USGS as a leveler in 1902, as an engineer on the Barge Canal, as a engineer and surveyor for the State Highways, 1902-1914, and then was indicted for grand larceny in 1914 for defrauding the state, while he worked for the New York State Highway Department as a civil engineer. A jury later acquitted him.

**Mitchell,
Joseph Teter**

1851-1923

Rep

USDMS

Mineral Surveys 1897

to

no more



1895

Joe was born in Cadiz, Ohio, the son of an affluent minister, and moved with his family to Pennsylvania and then Kansas. He attended Baldwin University in Kansas, and graduated from Washburn College in Topeka. After school he followed land surveying for the U. S. Government. In 1881 he came to the Pacific Coast for the Oregon Railway and Navigation Company as materials agent.

Joseph continued with NPRR in the same position, until construction was done, along the way helping to survey the city of North Yakima. He took a lease on a stone quarry in Wilkeson, WA by 1885. This lease was with his brother-in-law, Wilson Smith, who had managed a quarry in Cincinnati. His wife was living with her parents in Cincinnati in 1880, and Joe was not in any census. His partnership with Wilson Smith lasted from at least 1885-1898. In 1895, he was heavily involved in Republican politics, was Sergeant-at-Arms for the Washington State Senate in 1895, and Pierce County Surveyor from 1895-1897. He eventually became Pierce County Republican Chair by 1909. From this position he ruled Pierce County politics until 1910 when he was replaced. He ran for the State Legislature in 1910 and lost.

Joe and Wilson were sued for the collection of a note in 1898, and they challenged it all the way to the Washington Supreme Court and lost. He was a civil engineer in 1900 at Fairfax, which is where his wife, Susan E., died of liver failure in 1902. He briefly lived in Seattle in 1905 as an insurance agent, and remarried to Minnie Shirtz in 1906. In 1908 Joe was arrested for procuring fraudulent votes in the primary election of 1908 at Fairfax, WA. From 1908-1910 he worked for the Pierce County Engineer as a special deputy. He was a civil engineer in Larchmont (suburb of Tacoma) in 1910, and while there made the press when he had a fist fight with a conductor on the street car line. The conductor had missed Joe's stop, and when challenged, called Joe a "damned liar," and the fists flew, sending at least Joe to the hospital.

From 1911-1921 he ran a commercial nursery at his residence in Larchmont at the corner of 96th and A, one block East of the Pacific Highway, and was a civil engineer for the State Highway Department in 1920 in Tacoma. He was bonded as a Mineral Surveyor in 1897, though he never finalized a plat. His son James attended The University of Washington and became a school teacher. Joe died in Tacoma.

Moody, Zenas**Ferry**

1832-1917

Whig

Rep

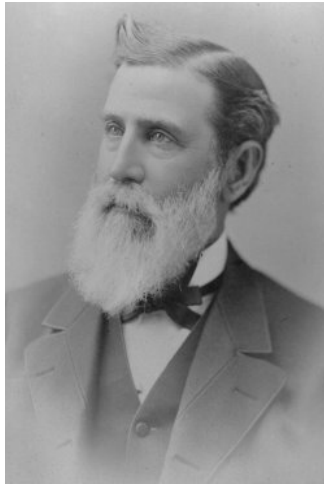
USDS

Contract 144 1872

(7/22/1872)

to

no more



Zenas was born and raised in Grandby, Massachusetts until he was 16, when he went to Chicopee to attend Union School for three years. He was the cousin of U. S. Senator and future acting Vice President, Thomas W. Ferry, which probably secured him a position with John Preston's staff on the way to Oregon in 1851, traveling with Preston and James Freeman, among others. He was an axeman for Freeman on the Southern leg of the Willamette Meridian in June 1851.

Moody worked with Freeman until James left for California, and then lived on his Claim near Brownsville, marrying there in 1853 to school teacher, Mary Stephenson. He formed a survey partnership with Origen Thomson and kept a general store until 1856. He received Claim Contract 39 in 1854, and Origen was his compassman. In 1855 he was awarded Oregon Contract 51 for 6 townships along the Santiam River that included the future city of Sweet Home, and again, Origen was the compassman. At that time he was appointed Inspector of United States Surveys in California, maybe because Freeman was there, or because of his political connections back East.

After a year, he left for Illinois for four years, where for part of the time he was County Surveyor for Morgan County, and then went to Washington, D. C., where he resided when the war broke out. Zenas defended D. C. briefly as a volunteer, and then returned to Oregon, settling at The Dalles in 1862 in the Mercantile business.

Zenas opened a store in Umatilla in 1863 to serve the expanding mining business. He built the steamer Mary Moody in 1866 to operate on Pend d'Oreille Lake, and then organized the Oregon and Montana Transportation Company which built two more steamers, constructed portage roads, and in general tried to divert Kootenai mining business to the Columbia River. Zenas founded Pend Oreille City at the Southerly end of the Lake. He lost money. In 1867 he opened a store in Boise for 2 years, and then disposed of all his Idaho interests, and returned to The Dalles to act as Wells Fargo agent there. In 1871 Zenas received two Contracts in Oregon near Umatilla involving the Boundary of the Umatilla Reservation and 40 nearby townships.

They were surveyed in 1871 with his son Malcomb and future Deputy Surveyor, Ewing Henderson, working as chainmen. He also received Contract 144 in Washington in Washington to survey 102 miles of Standard Parallels and 6 townships, and that was surveyed in 1872. This included the entire North line of Adams and Whitman Counties. The 6 townships were just South of Oakesdale. He received three more Contracts in Oregon through 1875, totaling 23 townships in Eastern Oregon, and using George W. Renoe as compassman for the Contract in 1875. He quit Wells Fargo in 1874 when he received the mail contract from Portland to The Dalles, establishing a line of steamers, but sold that and returned to running his store at The Dalles in 1875.

He ran unsuccessfully for the State Senate in 1872, but was elected to the Oregon House in 1880, and also elected Speaker of the House. The Republican Party nominated him for Governor in 1882, and he won, serving one term until 1887. Moody returned to Eastern Oregon, where he became a leading wool shipper and president of The Dalles National Bank. He was a delegate to the Republican National Convention in 1888, nominating Benjamin Harrison. He lived off and on in Salem, Oregon and died there in 1917. His son Malcomb was a U. S. Congressman from 1899-1903. Zenas is the namesake of Moody Island at the mouth of the Deschutes River, and of the Moody Covered Bridge over the Luckiamute River in Benton County. (biography)

**Moore, Fred
Cushing
"Cushing"**

1875-1937

Rep

USDMS

Mineral Surveys 1902

to

no more



1929

OR PE. Member AIME. Cushing Moore was born in Walla Walla and raised both there and in Moscow, Idaho. His father, Charles, was the founder and promoter of Moscow, and his uncle, Miles C. Moore, was appointed Governor of Washington in the last year of the Territorial days. His father and Miles were both grain dealers in Walla Walla in 1880. Charles died in 1888, while Fred was only 13.

Fred managed to secure an education, attending Northwestern in Chicago, University of the Pacific in California, and graduated from the University of Idaho in Moscow. Upon leaving school, Fred worked for J. C. Ralston in Spokane for 2 years as a mining engineer, before opening up his own office in Wallace, Idaho in 1901. During that time he surveyed 17 Mining claims in the Stillaguamish District. In 1908 he secured the political appointment of State Inspector of Mines for Idaho, lasting two years.

From 1902-1911, Moore was involved in a scheme to secure a large area of coal lands for the Guggenheim family in Alaska. The plan as promoted by Clarence Cunningham was that many potential entrymen, including Moore and his uncle, the Governor, applied as entrymen for 160 acre tracts in Alaska. They prospected and hired geologists to promote the area. A railroad was surveyed some 90 miles into the area. The Federal Government issued charges against all 45 claimants, saying that they were attempting to defraud the government.

The problem was that the law said that entrymen could not make contracts with others to aggregate their claims. The case was known as the Cunningham Coal Lands Claims, for Clarence Cunningham, who charged the investors for his services. There was a big trial, at which Moore testified before the BLM General Land Office Commissioner, who in 1911 ruled that the claims were invalid, and the money spent by the entrymen would be lost. Moore testified that he had spent about \$5000. The real battle was between Secretary Ballinger, head of the Department of the Interior, and Gifford Pinchot, ousted Chief Forester. He had been fired for his opposition to the Cunningham case, and Ballinger tried to grease the skids.

Fred continued as a mining engineer in Spokane, and served as a director of mining companies in the Pacific Northwest and Canada until he died in Spokane in 1937. He was of medium build, brown hair, and blue eyes. (biography)

**Morgan, Edgar
Marple**

1836-1880

USDS

Contract 130

to

Contract 201

1871

1874

Edgar was born in Virginia, the seventh of 14 children, and in 1860 resided in San Miguel, Territory of New Mexico, listed as a "gentleman" for his occupation. In 1864, E. M. Morgan obtained a franchise to operate a bridge across the Snake River at Idaho Falls, but it was destroyed by the river in 1867. He was a real estate agent in Los Angeles in 1868, and was a private engineer/surveyor in Olympia from 1871-1874, with an office at 4th and Main, surveying subdivision plats. By this time he had married his wife, Emma, in CA in about 1869. He received his first Contract in late 1871 for 2 townships on Hood Canal at Brinnon. His second Contract in 1872 was for 2 townships along present Hwy 101 Southeast of Sequim. He used future USDS Ross Shoecraft as a chainman.

DNR resurveyed some of this in 1966-67, reporting some problems such as stubbing and errors in the witness trees. The area had burned since the original survey, and many corners were not found. A resurvey of a portion of the work by BLM in 1913 disclosed distance errors of up to 8 chains and angular error of 4 1/2 degrees, caused by stubbing and not closing. Edgar surveyed Allen and Burrows Islands, off the coast of Fidalgo Island, in 1872 with Ross Shoecraft as chainman again. In 1873 he made a map of the Stillaguamish country and sold it for \$3 a copy. Contract 163 in 1873 gave him three townships to survey between Snoqualmie Falls and Duvall, using John Nailor as chainman and axeman for most of the work. He was sued for the collection of a promissory note in 1873, probably because he had not yet been paid by the General Land Office.

Morgan surveyed 3 small islands at the mouth of the Puyallup River in 1873, with Deputy Surveyor Huston Chapman as chainman. In 1874 he received Contract 186 for a township at Lake Sammamish and another North of Woodinville. Again John Nailor was axeman for part of the work. His last Contract was a small one for a few sections South of Green River at Black Diamond in T21N R6,7E, finishing in late 1874. Edgar patented a 160 acre coal claim in T21N R6E in 1876, within the area he had just surveyed. His last project in Washington was to produce a map of Puget Sound in 1875 for sale.

In 1875 Edgar was a civil engineer in San Francisco, and was granted the privilege of construction of water lines in Healdsburg, California in 1876. He obtained a patent for a sectional nut and collar in Santa Cruz in 1879, where he had lived since 1876. He died of liver failure in San Francisco in early 1880, leaving his wife and 3 young children.

Morris, Aaron

Ward "Ward"

1854-1929

SES

Special Instructions 1897

to

Special Instructions 1898

Aaron was born at Cold Spring, New York in 1854, the son of a West Point graduate, Brevet Major General William Hopkins Morris. William who was at that time assistant editor of the New York "Home Journal", owned by his father, but he reenlisted for the Civil War. After the War, William became a civil engineer. Aaron was a Lieutenant in Ordinance from 1871-76. He received a technical education, after which he was involved with various RR enterprises from 1875-86, which included: New York and Erie, Shenandoah Valley, Hudson Suspension Bridge, and New England and Ohio Central.

Aaron married in 1881 to Fannie Kronheimer, a widow 12 years his senior. Before 1889 he was with the city engineering department of the City of New York, and after that date moved to Virginia. Aaron opened an office in civil engineering with R. M. Darley in 1890 at Bristol, VA, where he surveyed a land development, and was a founding member of the Virginia Association of Engineers in 1891. Aaron had an extensive speaking schedule in 1896 on behalf of the Sound Money League. From 1897-98 he received an appointment as Special Examiner of Surveys for Washington, Idaho and Montana. In that capacity he performed at least 28 examinations in Washington in 1897-98, both approving and rejecting some surveys. He returned to Virginia in 1899, where he was appointed the Superintendent of the Crimora Manganese Mines in 1900.

In 1910 he and his wife Sallie were living with his step-daughter in South River, VA. Things went downhill from there, for he was addicted to alcohol, and was dependent on his wife and step-daughter. Fannie died in 1924, and his step-daughter did all she could, including sending him to treatment, and selling pies to pay the rent. He became a resident of the Elks National Home in Bedford, Virginia in 1926. He died in 1929 in Roanoke, leaving his step-daughter some money in a Shriner's death benefit fund. His distant cousins fought her over the money he willed her, taking it all the way to the Virginia Supreme Court, with the cousins losing.

**Morton,
Marmaduke
Beckwith,
"Bud"**

1859-1943

USDMS

IAA

Mineral Surveys 1885

to

Special Instructions 1886
(5/1/1886)



1930

M. B. Morton was born into an influential family in Kentucky and attended Bethel College. In about 1883, he went West to San Francisco, Portland, and then came to Stevens County, WA, where he was County Surveyor from 1884-1885, and surveyed an addition to Chewelah. He surveyed some Indian Allotments on the old Columbia Indian Reservation under the supervision of C. H. Dickerson before 1886, and before it was opened up to settlers.

He had a bond approved as a U. S. Deputy Mineral Surveyor in 1885, but never finalized a plat. M. B. received a patent to 160 acres on the Colville River 5 miles South of Chewelah in 1889, but by 1887 he had returned to Kentucky. He worked at many places after that, including several newspapers, and along the way married Emmaline Collier in 1890. From 1898-1937, he was managing editor of the Nashville Banner, and wrote several books, including "Kentuckians are Different" in 1938 and "Agnosity and Then Some" in 1930. His ancestor and namesake, Marmaduke Beckwith, was a Knight and Baronet in England in the 1600's. He died in Nashville, and is buried along side his wife in Maple Grove Cemetery in Russellville, KY with at least 4 other Marmaduke Mortons. (biography)

**Mosier, Albert
Graham**

1866-1955

USDMS

Mineral Surveys 1897
to
no more



WA PLS 1587. Born in Des Moines, Iowa, Albert attended Iowa State School of Engineering at age 16 and graduated in 1885 at age 19. He worked for railroads in Iowa until he moved to Seattle in 1888, and the Seattle Lake Shore and Eastern hired him to work on the route from Snohomish to Machias. In about 1890 he platted Sedro, Wooley and Sauk City, and started an arrangement as Sedro Wooley City Engineer that lasted 50 years off and on.

His father was a Court Clerk in Iowa and followed his three children to Western Washington in 1889 with an appointment as U. S. Land Agent by President Harrison, responsible for protecting the Government Forests. He was replaced by Grover Cleveland, but was reappointed in 1897 by William McKinley, and was instrumental in the creation of Mt. Rainier National Park. Albert, his father Cyrus, and his brother-in-law Harry Devin filed three adjacent claims on the Skagit River near Gold Bar in 1891. Albert was the author of a detailed map of Skagit County in 1891. He became involved in real estate with Harry until the Panic of 1893.

In late 1892, Albert worked several months supervising a portion of the construction of the Great Northern RR, and came back with money enough to woo Bessie. She had been recruited to come to Sedro by her matchmaker-sister, the wife of a banker, and was working in the bank. Albert bought a half interest in a shingle mill, but after two years gave it up and moved to Seattle. There he partnered with Albro Gardner in several engineering projects, including the Seattle Lake Washington Waterway Company.

He went to Alaska in 1896 to prepare an engineering report on a disputed waterway on the border between Canada and the U. S., got involved with the gold rush and stayed, and surveyed the RR from White Pass to Skagway. Albert was a very successful drift miner, and went back and forth to Alaska and the Klondike. His wife, Bessie, did not go to Dawson with him, preferring to live in Sedro Wooley with her sister. They had a daughter that was stillborn in 1905. In 1907 he came back to Sedro Wooley and his engineering practice, and became chief engineer for Clear Lake Lumber Company.

In 1914 he went back to Alaska to be agent for Pacific Coast Gypsum, and accepted the position of general manager of Pacific Coast Gypsum on Chicagoff Island, with Bessie joining him there. Albert was named the Postmaster at Gypsum in 1919, continuing until 1925. He returned to Washington in early 1924 just after his wife died, and he never returned to Alaska. He spent the next 30 years in Sedro-Wooley and the Skagit Valley, as City Engineer and dabbling in mining. He designed the City sewer system and promoted the Cascades Highway. His bond was approved as a U. S. Deputy Mineral Surveyor in 1897 in Washington, but he never finalized a plat. Albert was a U. S. Dep. Mineral Surveyor and a U. S. Dep. Surveyor in Alaska in 1914.

Muirhead,

Allan

1863-1938

USDS

Contract 586

1902

to

Contract 677 (with
Alfred Ruth)

1909

Born and raised in Ontario, Canada, Allan was still a student in 1881, worked as a clerk in Victoria in 1884, and immigrated to the U. S. in 1889. He filed his notice of citizenship in 1894, and was approved in 1900 in Olympia. He was a civil engineer in Olympia in 1892, and sold wood to the Washington Senate in 1897. He was a chainman for Ed Brown in 1895, for Alfred Ruth in 4 Contracts from 1895-1900, for Robert Whitham from 1900-02, and for Fred Brown in 1902. He received a Joint Contract with Fred Brown and Alfred Ruth in 1901, but the Contract was for some reason not approved and given to George R. Campbell. Allan was a chainman for Fred Brown in 1902, and received his own Contract by competitive bid late in the year, for two fractional townships, one at Glenwood, and another at Merritt. Alfred Ruth helped him return the notes.

The same combination of Ruth, Brown and Muirhead received another Joint Contract for 17 townships in the Colville Reservation, along the Columbia River from the Spokane River to Inchelium. Allan surveyed five of them and Fred Brown surveyed the rest. His last Contract was for one fractional township at Concrete obtained by competitive bid. It was examined by W. H. Thorn with only minor corrections to the notes. Alfred S. Ruth was a Washington State Senator from 1901-1908, and does not appear to have participated in the Joint Contracts as a surveyor. Allan was a surveyor in Olympia in 1910 where he was affiliated with the direct system of the GLO as a U. S. Transitman in 1911-18. He was listed as a surveyor in Tuolumne County, California in 1930. He died there in 1938 and never married.

**Muldrow,
William Canon**

1882-1947

USDS

Special Instructions 1905
(4/10/1905)

to

no more



Born in Kentucky, William graduated with a 4 year degree from the Mechanical and Agricultural College in Mississippi in 1903, and was measuring hydraulic flows in irrigation canals for the Reclamation Service in Washington in 1905. In that year, he received a small Contract by Special Instructions, but it was cancelled when the Surveyor General figured out how to do it without him.

William married recent British immigrant Magdalene Hearls in Seattle in 1906, and was a civil engineer both on his own and with others at Okanogan in 1910. In the 1920's and 30's he worked for Irrigation Companies in Central Washington, mostly as a manager. He served in World War II in the Aleutians, receiving a citation for building airbases. He came to Portland for the Corps of Engineers in 1943, Magdalene died there in 1945, and William died while visiting his brother-in-law in Texas in 1947.

Mumm, Hans

1878-1951

Prog

USDMS

Mineral Surveys 1909
to
no more



1912

WA PLS 580. Hans was born in Germany and came to the U. S. as a baby in 1880. He was raised in Rosalia, and graduated from Washington State University in 1901 with a B. S. in Civil Engineering. While there he was involved with the predecessor to Sigma Nu Fraternity and was the Captain of the baseball team. He worked for GNRR for two years in Everett and Spokane before joining the Everett City Engineer's Office in 1904.

He was with E. I. Co. in 1906 and was President of Coast Engineering Co. from 1909-1912. During that time he surveyed 72 Mining Claims in the Index Mining District. After that Hans was elected Snohomish County Engineer from 1912-15, and then appointed Everett City Engineer in 1916. In 1917 he joined the Portland Cement Association as an engineer in Spokane. He headed the Portland Office from 1920-1924 until being transferred to Seattle about 1928. He took over Evergreen Concrete Products Company in Everett and ran it until 1944 when he retired. From 1939-1944 Hans was on the Port of Everett Board, and died in Everett, Washington in 1951. He married Susie Spaulding in 1903 at Pullman, and they had one daughter that died as a child.

**Murphy,
Daniel Raphael
"Daniel H."**

1833-1913

Dem

USDS

EX

Dr/Clerk

Contract 10 (with 1855
Matthew O. C.
Murphy)

to

Clerk 1858

Daniel was born in Louisiana and came to Oregon with his family in 1851, via Panama. He was a chainman near Eugene for his father, Daniel, and brother, Matthew, in 1854 along with a cousin, Andrew. He was a chainman for Claim Contracts 43 and 55 for Matthew in 1854 and 1855. James Tilton awarded him a Joint Contract with his brother, Matthew, of 4 townships between Chehalis and Tenino. They were surveyed in 1855 and examined by A. M. Poe. Andrew again was a chainman. Daniel was listed as an examiner of Dominick Hunt for his Contract 22 on Whidbey Island in 1856. That Contract was postponed until 1858, due to the Indians. Daniel was a Clerk in the Oregon Surveyor General's Office in Salem from 1858-1860, and married his wife, Susan, at that time.

He was elected Marion County Court Clerk from 1872-78, and then moved to Portland with Susan and children by 1880, where he was a liquor dealer. He was living with his daughter, Marion, in Portland in 1910, with both of their spouses having died. He died in Portland in 1913 at age 80. Genealogy sources indicate his name was Daniel Raphael Murphy, but in Oregon he always went by Daniel H. Murphy. The second oldest son of Matthew is named Daniel Raphael Murphy. The truth is unknown at this time.

**Murphy, John
Miller**

1839-1916

Dem

Rep

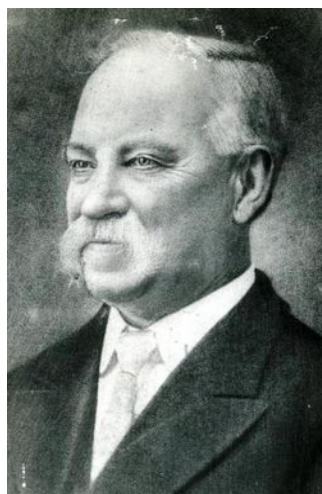
Clerk

Clerk

1861

to

no more



John was born in 1839 in Indiana, and upon the death of his mother when he was a baby, he was sent to live with his sister, Mrs. George Barnes. They all crossed the Oregon Trail in 1850 to Portland, and then to Olympia in 1852. John was sent to school in Portland until 1856 when he started working in the newspaper business. In 1860 he founded the Chronicle in Vancouver and then returned to Olympia and started the Washington Standard, a Democrat newspaper supporting Lincoln.

John married Eliza Jane McGuire in Olympia in 1861, and they had 11 children. Anson Henry, needing control of a newspaper, gave John a job as a Clerk in the Surveyor General's Office at \$1200 per year, while at the same time keeping the newspaper. They obtained the state printing contract in 1863, and the paper enthusiastically supported Henry and defended him from his accusers. John was a member of the Olympia City Council, County Superintendent of Schools and Quartermaster. He was appointed Territorial Auditor for three terms from 1883-1889. Eliza died in 1895, and John remarried to Susan C. Sprague in 1899. He built the Olympia Theater and ran the newspaper for over 50 years until he sold it.

**Murphy,
Matthew
O'Connell**

1830-1906

Dem

USDS

EX

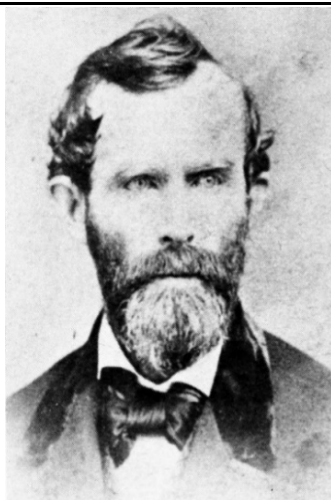
Contract 10 (with 1855

Daniel R. Murphy)

(6/5/1855)

to

Contract 41 1858



Matthew was born in Illinois, the son of Daniel Murphy, an Irish immigrant and a Deputy Surveyor. He had to quit school at age 14 to support the family, and went to California in a small party in 1849. He had moderate success, and returned to St. Louis. He then came West in 1851 with his parents and siblings via Panama, and staked a claim next to his father's at Champoeg, one mile North of St. Paul, Oregon, on the Willamette River.

Matthew worked as a chainman for Robert Elder in 1852, ending up by managing the compass on Joint Contract 20 for Robert Elder later in the year. Beginning in June of 1853, his father Daniel received a Claim Contract in the Willamette Valley and used Matthew and his nephew, Andrew, as chainmen. In September, Daniel was awarded another Contract, and this time Andrew was still a chainman and Matthew was compassman. The Oregon Surveyor General gave a Joint Contract to Daniel and Matthew in April, 1854 for eight townships near Eugene, with Andrew and brother, Daniel Raphael Murphy, as chainmen.

Some of the work had been originally awarded to Joseph Hunt who was killed when the Gazelle exploded. The report stated that one of the Murphys was severely injured, but it is unknown which one. They both worked on this Contract and both signed the oaths. The Washington Surveyor General, James Tilton, gave a Joint Contract to Matthew and his brother, Daniel, for 4 townships between Chehalis and Tenino in 1855. Again, Andrew was chainman. They shared the work and both signed the notes. The exteriors had been surveyed from the wrong corner by Joseph Latshaw, and they were redone by the Murphys.

Matthew married Mary Ellen Costello in early 1856, and later in the year, the first of his 14 children was born. One of them, Daniel R., graduated from St. Mary's in San Francisco, became a lawyer, and eventually State Attorney for Oregon, 1893-97. Matthew was awarded Contract 41 in 1858 to finish the surveys of Dominick Hunt on Whidbey Island after Hunt had been killed by the Indians.

Before Matthew left Washington, he was asked by James Tilton to examine the surveys of Anson Henry near the Quinault Reservation. The results do not exist, but it must have been bad, because the newspapers ran a story about Anson trying to bribe Matthew to hide the results. Henry also offered Chief Clerk John Hall the job of Chief Clerk in the upcoming regime of Anson Henry if Hall would turn his head. Neither accepted the offer, and Anson had to go to the field to do corrections.

Matthew was living on the farm with his father and mother in 1860. On December 12, 1861, the Willamette River crested 55 feet above normal level and washed away all of Matthew's possessions and farm animals, along with the town of Champoeg. His wife, Ellen had to be rescued on a mattress from a second story window with her two-day-old child. He spent the next 30 years on the farm, moving to Portland on Macadam Avenue in 1890. He died in Portland but is buried in St. Paul with most of the Murphys. He sired 14 children, with 11 achieving adulthood. Two of the sons went to St. Marys in San Francisco, another to Stanford, and the girls went to St Marys Academy in Portland. Two daughters became Sisters.

**Murray,
Charles H.**
1856-1917

Rep
USDS
Contract 375
to
no more

1891 Charles was born and raised in Quebec, and came to the U. S. in 1878. In 1880, he was in Big Bend, Wisconsin with his mother, sister and three brothers. He married Mary Jane Walker in 1885 in Wisconsin, and had one daughter. From 1891-95 he was a surveyor in Tacoma. He received an 1891 Contract in Cowlitz and Lewis Counties for two townships North of Stella with his brothers, Thomas A. and Jonathan, as chainman. They were examined by William Elwell with no problems. He was an axeman for Emery Hermans in 1893 in the Olympics, and was a chainman, along with his brother Jonathan, for the Contract of Thomas A. Murray of one township in 1894 East of Eatonville. Charles was a timber agent, timber cruiser, and surveyor for NPRR from 1897-1910 in Spokane. He died in Spokane.

**Murray,
Thomas
Alexander**

1862-1949

USDS

Contract 439

to
no more

1894

Thomas was born and raised in Quebec, coming to the U. S. in 1882. He was a chainman, along with his brother Jonathan, for the 1891 Contract of Charles H. Murray, his brother, for two townships North of Stella. He was a chainman for Emery Hermans in the Olympics in 1893. Both Jonathan and Charles were chainmen for Thomas' 1894 Contract in T19N R8E, East of Eatonville. He was examined in 1895 with a report that he did not use enough stone corners, and that the survey was suspended, pending correction. Thomas made the corrections, and it was approved in 1896.

From 1897-1902, he was a timber cruiser and land examiner for NPRR out of Spokane. He was living with his brother, Charles, in Spokane in 1900-03 as a timber agent for the railroad. Thomas married Mabel G. Frideger in Spokane in 1902, a lady 18 years his junior, while they were both living in Elk, WA. His daughter was born while they were living in Idaho in 1906. He was a timber cruiser for CM&SPRR in Tacoma in 1908-09 when his wife died at age 25 of TB. His daughter was living with his brother Charles and his wife, Mary, in Spokane in 1910. Thomas was a timber cruiser in Bingen in 1920, retired in White Salmon in 1940, and died there in about 1950.

**Naden, George
Frederick**

1863-1951

Dr/Clerk

Clerk

to
no more

1903



1916

Born in Birmingham, England, the son of an architect and surveyor, George came to the United States in 1883, and worked as a draftsman in Seattle for Albro Gardner until 1890. He was a draftsman in Olympia in 1892, married Louisa Robbins in 1898, and was a surveyor in King County in 1900. He was listed as a draftsman in the Surveyor General's Office of Edward Kingsbury in 1905, and was Chief draftsman in 1909.

His wife died in 1910, and he remarried to Ada Simpson in Olympia in 1911. George was a Chief Clerk in the Surveyor General's Office of Edward Fitzhenry from 1915-21. He made a brief trip to England in 1916. George began working as Office Engineer in the Olympia Office for BLM by 1927, and continued there until at least 1932. He was retired with his wife Ada after that, and died in Olympia at age 87. He was 5 ft. 7 inches tall.

Nailor, John

1838-

Dem

USDS

Contract 360 1891

to

Special Instructions 1894



1888

John Nailor was born in Wisconsin in about 1838, and from 1870-1871 he was in Grays Harbor County as a U. S. Mail Carrier. He was a chainman or axeman for Edgar Morgan for 4 townships North of Snoqualmie Falls in 1873-74. He staked a claim at the mouth of the Sultan River in 1880 with his new Indian wife, Louisa, and went to work town-building.

He started a store, built a hotel, transported supplies, and when things were going well, he sold 20 acres to William Stevens, an investor. They platted Sultan, which John had named when he was appointed Postmaster in 1885, and built a new hotel. The Great Northern Railroad built their line through Sultan in 1891, causing a boom. John was defeated for County Surveyor as a Democrat in 1880 and 1884. He was awarded one Contract in 1891, on the upper reaches of the Sultan River, just North of Sultan. It was approved after minor corrections in the field. He was an officer in a new water power company at Sultan in 1895. In 1903 his wife was hit and killed by a GNRR train at Sultan. John left Sultan to places unknown, never to return.

**Nästen,
Christopher**

1858-1923+

USDS

Contract 469 (with 1895
Arthur Dimock and
George Pratt)

to

Contract 538 (with 1898
Martinius Stixrud)



1902

Christopher was born on the author's eventual birthday in 1858 in Norway, and emigrated to the U. S. by 1878 from Oslo. He was working in Minnesota for railroads from 1878-88, and in Pittsburg in 1890, where he was a draftsman, living with a C. N. Nasten, an architect. In 1892 he went back to Norway for a visit, and by 1893 he had formed a partnership with Martinius Stixrud in Seattle, which lasted until Martinius died of a brain tumor in 1901. Christopher and Martinius boarded together at least twice.

Christopher received Joint Contract 469 in 1895 for 13 townships with Arthur Dimock and George Pratt. They were all located East of the Okanogan River between Tonasket and the Canadian Border, and all were surveyed by Arthur Dimock. The same year he received another Joint Contract, this time with his friend, Martinius Stixrud, for three townships at Loomis and Nighthawk. These had been already surveyed by DeKalb Ashley and rejected. They were also to resurvey the Ruby Guide Meridian, which had been surveyed by John Ashley and rejected after the discovery of a 35 chain error crossing Palmer Lake. These were surveyed by Nasten, but after an examination, he was required to resurvey fractional T38N R25E in 1898. He requested a copy of the examination, but was refused. It was approved in 1900.

Stixrud and Nasten received a Contract in 1897 for one township on the South side of Lake Chelan, and it was surveyed by Christopher with no problems. Their last Contract was in 1898 for one township North of Brewster, another at Palmer Lake, and one West of Tonasket. A newspaper reported that Nasten had 2 crews in the field in 1898, but no compassman shows up in the notes. Charles H. Goehring was prominent in filing field notes for Nasten in Olympia in 1898. An exam by M. P. McCoy showed only corrections to the notes were needed.

Christopher was naturalized in 1891 while he was in Pittsburg, PA. He worked as a civil engineer in Seattle until 1923, and during that time made several visits to Norway. He formed the following alliances along the way: Stixrud and Nasten, 1893-1901; Coe, McColloh and Nasten, 1902-1904; Coe and Nasten, 1904-08; Coe, Haviland and Nasten, 1907; Nasten, Parker and Gould; and Coe Nasten and Parker, 1908-11. It is probable that he left for part of this time to visit Norway, returning in 1909 to Norfolk, Virginia. These principals included Alfred Coe, Ernest McColloh, Isaac Parker, and Maurice Gould. By 1918 he was back in Seattle as a civil engineer for American Nitrogen Products. Christopher never married, and in 1923 he secured a passport to return to Norway, and there is no record of his returning. His height was 5'7", and he had blue eyes.

**Navarre,
Ignatius
Aloysius**

1846-1918

Rep

USDS

USDMS

Contract 192 (with 1874

Thomas Reed &

Joseph Snow)

to

Mineral Survey 1910



1908

Ignatius was born the son of a practicing lawyer, who had started studying to be a priest, and was raised in Monroe, Michigan until age 14, when his father died. He graduated from St. Francis College in Pennsylvania, before enlisting in the engineering corps of the Union Army near the end of the war. After the war, he became an engineer for the Army Corps in Wyoming and in Maine, where he also studied law and was admitted to the bar. By 1870 he was back in Monroe on the family farm with two siblings.

In 1873, Ignatius went to Olympia, WA via California, where he worked as a chainman for William Jameson in 1873, for Walter Hall in 1873, for Lewis Van Vleet in 1874, and for Ross Shoecraft in 1875, all on the West side. He surveyed 2 Joint contracts with Joseph Snow in 1874-75, in which they shared the work, with Ignatius surveying one township at Sunnyside and two in the Olympics, North of Montesano.

He then entered the law office of McNaught and Leary in Seattle for two years before receiving two more Joint Contracts with Joseph Snow in 1877. They again shared the work with Navarre surveying one township at Bickleton and two more South of Vantage, all on the East side. He went to British Columbia to survey for the Dominion Government for 2 years before returning to set up a law practice in Yakima, where he was a elected Yakima County Surveyor in 1880 and Probate Judge in 1882. Along the way he married Elizabeth Cooper, of Victoria, in San Francisco in 1879.

Contract 263 in 1880 was for 3 townships at Tieton, and he used his brother Charles as a chainman, who had a claim in one of the townships. Contract 283 was in the same vicinity for 3 townships in 1882. Again he used his brother as chainman. Charles F. Navarre later patented 120 acres in downtown Yakima, and Ignatius patented 80 in East Yakima. He was the Yakima County Surveyor in 1883, and after he filed on a Claim at Chelan in 1886, he was Okanogan County Surveyor from 1888-1889. In 1886 he received Contract 325 for 12 townships, with one being just South of Ellensburg, and the rest being along the Columbia River from Chelan to Pateros, and East of Bridgeport. Ignatius used Moses M. Emerson as compassman for 9 townships, and Thomas H. Look as compassman for 3 townships. He did not take to the field in any of this work himself.

Look had been Yakima County Surveyor and a recent chainman for Navarre. Emerson would become a long time Kittitas County Surveyor and Deputy Surveyor on his own. Emerson reported correctly the errors of Charles Holcomb, the Benson Surveyor, on the west township line of T24N R21E, which was over 20 chains long and 4 degrees off in the Northerly half mile. Both compassmen are acknowledged in the notes. He received Contract 327 for 2 townships at Waterville in 1886 also, but did not use a compassman, although Joseph Snow notarized the notes. He had to send Moses Emerson back in 1887 to survey a small portion North of the Columbia River.

Ignatius was busy in Republican politics during this time, and ended up as a delegate to the National Republican Convention in 1888, the only one from the East side. In 1889 he returned to the field himself to survey 3 townships from Brewster to Malott along the Okanogan River. He received a favorable exam from John Sharry in 1890. Between 1883 and 1910, he surveyed 58 Mining Claims in the Cascades and Northeastern Washington. His 400 acre Claim was at the present location of Lakeside, about two miles West of Chelan on the South shore of the lake, which is where he lived until he died. Later, he was Chelan County Engineer from 1904-08. He continued surveying until at least 1911, working briefly in the direct system, farmed and practiced law.

He is the namesake of Navarre Coulee near Lake Chelan, Navarre Street in the City of Chelan, and North and South Navarre Peaks 8 miles North of Lake Chelan. He was appointed a United States Commissioner, and was defeated statewide in a race for State Land Commissioner in 1908. He died in Lakeside, but was cremated in Seattle. Surveyors retracing his work, report very favorably on the quality.

**Nelson,
Clarence
Lotario**

1877-1940

USS

Special Instructions 1908

to
no more



1906

Member ASCE. Clarence was born in Wisconsin, graduated from the University of Wisconsin in 1900 with a degree in Civil Engineering, and joined the U. S. Geological Survey in 1903 in California. By 1905 was a topographer running a plane table. He was stationed in Sacramento in 1906 at the time of the earthquake, and being an accomplished amateur photographer, when assigned to San Francisco in the aftermath, he took many excellent photos.

Clarence worked in Wyoming in 1907, in Puerto Rico in early 1908, and in Washington in 1908-09 on the retracement of the WA/ID Boundary. The work was divided, and in the first season Clarence ran the first 16 miles North from Lewiston, the 30 miles South of Liberty Lake, and 4 miles South of Newport. He returned in 1909 to survey the Northerly 50 miles, except for the 17 miles surveyed by Sigurd Lunde, generally South of Priest Lake. Clarence mapped the topography of a strip one half mile on each side of the lines he ran. Baynard Knock mapped the other sections, but under Clarence's direction. LSAW performed a centennial commemorative retracement of the Northerly portion of the line, and will attest to how rugged and inaccessible it still is.

In 1910-11 he was a topographer doing GLO work on the Fairbanks Meridian and Baseline for the USGS, and then was assigned to Washington, D. C. The Alaska work was controversial in that the USGS used triangulation instead of the Cardinal line running of the GLO. Amherst Barber wrote a severely critical review of the survey for the GLO, causing the USGS never to work for the GLO again. From 1911-1913 Nelson worked in Argentina, and was doing triangulation in California 1914-16. He served in France as a topographer/engineer during the War, 1917-19, emerging as a Colonel. He both mapped and performed orienteur officer duties for the Coast Artillery, for which he received a Citation.

Clarence was in San Antonio in 1920 in charge of all USGS survey work in Texas. He went to Timor in 1921 for the Sinclair Consolidated Oil Co. From 1922-23 he was loaned out to the National Park Service as acting superintendent of Mt. Rainier National Park. He finished his career with the USGS, working out of D. C. until at least 1930, and is buried in Arlington National Cemetery. He was 5' 11" with brown hair and blue eyes, and a life-long bachelor

**Nesselroad,
John H.**

1862-1887

Comp

Contract 289 (as 1883
compassman for
Oliver B. Iverson)
to
no more

John was born in Ohio, the son of a teamster, and first showed up in Washington when he was reported building a small cottage at Whatcom at the top of the hill in 1882. He married Etta McPherson on July 22, 1882, whose father was the leader of the "Washington Colony Mill" on Whatcom Creek. It was formed by utopian Kansans, and John Nesselroad, and his father Jasper, coming from Kansas shortly before, may have been part of that group. John's sister Mattie married at Whatcom in 1883. John was listed as Compassman for Oliver Iverson in 1883 in the survey of T38N R4E, just North of Lake Whatcom.

John and his father each filed adjacent homesteads on the South shore of Lake Whatcom that were patented in 1890. John lived in Whatcom in 1885 and 1887, and died there in 1887 at age 25 along with his four-year-old daughter, Alice, leaving his wife and another baby. His wife remarried in 1889 to a much older Irish merchant. They had one son and were divorced by 1900. Jasper was the owner of a large logging camp on Lake Whatcom in 1897 when he was shot in the groin by the jealous husband of the cook at his camp. Two weeks later he was still in critical condition, but apparently survived, although he was divorced by 1900. John is buried in Lynden Cemetery, with his daughter and mother.

**Neville,
Herman L.**

1848-1923

Rep

USDMS

Mineral Surveys 1900
to

Mineral Survey 1901

OR PE 113. Herman was born in Pennsylvania in 1848, and was still in school in Wayne, PA at age 21. He ended up in Colorado as a civil engineer from at least 1883-1885. He married his wife, Sarah, in 1882, and they had two children while they were in Colorado. He showed up in the Portland City Directory from 1889-1899 as a surveyor and civil engineer, with the exception of 1895 where he was a deputy surveyor for the county or city. He was a chainman for a Mineral Surveys at Republic in 1897 for John Ralston, Arthur Booth and Thomas Hammond; in 1899 for Henry Carr at Republic; at Curlew for William A. Swan in 1899; and for George Cline at Republic in 1900.

Herman was counted both in Portland, OR, and Curlew, WA in 1900 listed as an engineer. While there, he surveyed 3 Mining Claims at Republic in 1900 and one Mining claim at Wauconda in 1901. He spent the rest of his life until he died in 1923 in Portland, again as an civil and mining engineer, and was a widower in 1920.

**Newby, Henry
Ward**

1858-1905

Dem

SES

Special Instructions 1893
to

Special Instructions 1894

Henry was born and raised in Warrentown, Fauquier County, Virginia, the son of a wealthy merchant. He was a law student in 1880, and the Commandant of Cadets of the St. Johns Academy in Alexandria, Virginia in 1883. From 1886-1887 he was City Surveyor for Alexandria, VA and surveyed subdivision plats in Alexandria and Washington, D. C. He married hometown girl, Sally English, in 1887, and they had a daughter in 1888. In 1891 Henry was the secretary for the Virginia Assn. of Engineers and Architects, and was listed as the Construction Engineer for the Roanoke and Southern RR.

In July of 1893, he received an appointment as a Special Examiner of Surveys out of the Washington, D. C. office of the General Land Office from the second Grover Cleveland Administration. Headquartered in Spokane, he examined 37 surveys through 1897. He provided accurate examinations, and many of the surveys he examined were suspended or rejected. He was doing examinations in Arizona in 1895, in Oregon in 1896-97, and then was a Deputy Surveyor in Nevada in 1900, living in Elko. In 1902 he defaulted on a Contract for 11 townships, and they were finished by a compassman. His wife and daughter were living with her sister in Maryland.

From 1902-1905 he was Humboldt County Surveyor in Winnemucca, NV. He died there in November of 1905, at age 47 of some illness. His wife and daughter were in San Francisco in 1930, and his wife lived until 1945. He was listed as single in the 1900 census, but his wife was listed as married. (biography)

**Newman,
William
Benjamin D.**

1827-1903

USDS

Contract 17 1855
to

no more



1885

Born in Kentucky, William came to Ohio with his family soon thereafter. His mother died when he was very young, and he was raised by an aunt. In 1850 he was in Illinois, but he soon he joined a party in Indiana heading for Oregon over the Oregon Trail, and arrived in Olympia in November. William took the census of the Indians in 1854, and in 1855, surveyed with David Byles as a chainman around Oakville.

William was elected Assessor of Chehalis County in 1855. He was a chainman for David Byles in 1855 for Contract 9 and was named a Deputy Surveyor for Contract 17 of T13N R5W in September of 1855. His field notes indicate that he finished in December of that year. William began by extending the Third Standard Parallel for the South Boundary. He then surveyed the West and North Lines of the township. The East line had been surveyed in the same year by John J. Lowell. David Byles used the Northwest corner of the township before William had completed his work, according to the notes. George Stocking noted the North boundary of Section 6 as 1.80 chains shorter than William and the North line of Section 2 as 2 1/2 degrees off cardinal. Gilbert Ward noted the same problem on the North line of Section 1.

Even though he finished in 1855, He was not paid until 1857. This may of had something to do with John Lowell's death before finishing his work, or the fact that Tilton and Newman were both fighting Indians during 1856. There is no record of his surveying experience prior to his work as chainman for Byles. He joined the Volunteers in 1855 and fought all the way to the Grand Ronde in 1856. He settled on a claim on the lower Chehalis River at Satsop in 1857, prospered there for 43+ years, operated a sawmill on Newman Creek for 10 years, piloted on the Chehalis River, and managed a railway station.

William patented 440 acres in the vicinity, and is the namesake of Newman Creek in T17N R6W near Satsop, where it ran through his homestead, and Newman Creek Road in the same vicinity. He married Mary Smith in 1864, and married again to Mary Willett Reid, a widow, in 1868, by whom he had 4 children. He died at the asylum in Steilacoom in 1903, where he had resided a short time, and his second wife remarried. William was occasionally known as William B. DeNewman. (biography)

<p>Newsom, John William <i>1828-1902</i> Rep Comp USDS Special Instructions 1857 (as compassman for William Strong)</p> <p style="text-align: center;">to</p> <p>Contract 37 (with 1858 Lewis Van Vleet)</p>	<p>John was born in Monroe County, Virginia, and moved with his family as a baby to Springfield, Illinois, where they lived for 23 years. His father, David Newsom, was a friend and client of Abraham Lincoln, who later honored him with an appointment with the Department of Agriculture in Oregon. The family lived on a 375 acre farm in Illinois, and David platted part of it into 42 lots called Newsomville, which later became part of Springfield. The family crossed over the Oregon Trail in 1852 and settled on Howell Prairie, East of Salem, OR, where David purchased a 325 acre claim. John's education is unknown, but he was trained in surveying, and started out as a chainman in Oregon and Washington early in the public land surveys. His father was an intelligent man that wrote letters about Oregon to newspapers back in Illinois that are now published as a book by OHS.</p>
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John was a chainman and compassman for John Trutch for several townships North and South of Battleground, WA in 1857, and a chainman and compassman for William Strong and Lewis Van Vleet in 1857-58 near Cathlamet. He had Joint Contracts with Lewis Van Vleet in 1858 surrounding Silver Lake in Cowlitz County and in 1859 along the Columbia River between Washougal and Stevenson.

His brother Sam was a chainman on the crew for the townships near Silver Lake. Sam graduated from Linfield College and became a surveyor and rancher in Prineville, OR. John and Lewis shared the work and both signed the oaths. Matthew Murphy of St. Paul, OR was the examiner of the surveys near Silver Lake. In 1861, John went to Idaho to mine, and returned by 1864 to Oregon, where he married his wife, Olive Greenwood, the daughter of a neighboring pioneer, in 1865.

John patented a Claim South of his father's Claim on Howell Prairie, just East of Salem in 1866. When he married, his father gave him some of his farmland as well. John was Marion County Surveyor from 1868-88 with some minor gaps. He was not well the last 15 years of his life and moved to South Salem. He suffered a stroke in 1897 which disabled him, and another in 1902, which killed him. His will left 1028 acres of farmland, divided between his son and daughter, with the balance of the estate left to his wife. He was described as "tall, broad-shouldered and of rugged construction, which served him well for the long and tiresome stretches of donation claim surveys." There is no record of him being a Deputy Surveyor in Oregon. (biography)

Nicholson,

Lawson

Ambrose

1866-1947

Rep

USDS

Special Instructions 1909
(9/7/1909)

to

no more



1889

WA PLS 602. Lawson was born in Stockton, California, the son of an Episcopalian Minister. By 1880, his father was a minister in Vancouver, Washington, and eventually moved to Tacoma to be the Rector for St. Peter's Church in Old Town Tacoma. His father was also Superintendent for Tacoma General Hospital until 1888. Lawson left school in 1882 to apprentice in woodworking. He operated a building supply business in Vancouver from 1883-1886, and then moved to Tacoma.

He attended Washington College in Tacoma for an unknown time, and taught school at the same time. His marriage to Elizabeth James in 1892, a widow with a son, brought him another future surveyor. His sons, Harold and Charles, along with Morton James were all part of Nicholson and Sons in later years. During the time 1891-1892, he was an engineer for the State Harbor Commission, surveying Snohomish, Sidney and Marysville harbors. He briefly moved to Everett to be City Engineer in 1893, and was part of Lindley and Nicholson before 1895. He worked as Nicholson and Bullard from 1898-1904, and then on his own. Lawson was City Engineer of Tacoma in 1904, of Steilacoom from 1906-13, of Ruston from 1905-1915, and again of Tacoma in 1916. At the same time, he was in private practice in Tacoma from 1889 to just before he died in Tacoma in 1947.

He also published maps of Tacoma and Pierce County for sale. While City Engineer of Steilacoom, he surveyed two islands off the shore of Steilacoom for the Surveyor General's Office in 1909. Charles. F. Metsker, his draftsman from 1906-1914, was a chainman, and would go on to found Metsker Maps. The crown jewel of Lawson's career was the engineering of the Tacoma Stadium, or Stadium Bowl, next to the high school. He also designed the concrete-lined Ruston Tunnel, in use for nearly 100 years under the ASARCO smelter, accessing the city of Ruston.

Another project was the Tacoma Automobile Speedway, where he introduced graduated slopes to compensate for speed. The design and drawing of the famous Tacoma, "Star of Destiny", was by Lawson. He was a member of many boards, commissions, and charitable organizations, and was a charter member of the Pacific Northwest Society of Engineers.

**Niles, Hutson
Perry "Perry"**

1865-1922

Rep

USDS

Contract 546 (with 1899
Archibald Frater
and William
Trumbull)

to

Contract 553 (with 1899
William Trumbull
and Archibald
Frater)



Born and raised on a farm in Ohio, Hutson graduated from National Normal University in Lebanon, Ohio in 1887, and was in Snohomish, WA by the spring of 1889, when he formed a partnership with Elmer Lenfest in an engineering business. He continued at Snohomish as a civil engineer until 1900 when he was appointed Assistant to the Secretary of State in Olympia. He then spent eight years as Assistant Land commissioner from 1905-13. After that term, he moved to Everett, where he worked as a civil engineer until he died, with his last employment being with a timber company.

Both of his Contracts were in 1898 and were held jointly with William Trumbull and Archibald Frater. Frater had been a Legislator from Snohomish, and was then a Superior Court Judge in Seattle. They all signed the final oaths, and apparently shared the work, with all notarizing some of the assistant oaths in the field. The work was performed in 1899-1900, East of Ione in Pend Oreille County. M. P. McCoy made an examination that showed no problems, and they were paid in 1902. Hutson funded both of his children's college education. His son became a civil engineer and his daughter became a school teacher. His daughter, Eleanor, married Clark H. Eldridge, an ultimate Skamania County Engineer, 1958-1966 and remarried him in 1957. Hutson's wife Lizella was living with the Eldridges in Lake Forest Park in 1930.

**Nitschke,
Frederick**

1842-1892

Dr/Clerk

Clerk

to

no more

1881

Born in Russia, Frederick was a Transcribing Clerk in the Surveyor General's Office of William McMicken in 1881. He had arrived in Olympia in 1880 as Secretary for the Newell Colony, a utopian group inspired by Governor Newell. While working painting on a portrait in 1882, he exhibited insane tendencies and was committed to the asylum at Steilacoom for a year. Fred never recovered and showed symptoms thereafter. He had a passionate fondness for the piano, and it was said that as a boy he was taught by Liszt. He was a musician in Olympia in 1885, a piano tuner in Seattle in 1889, and a professor of music in Seattle in 1890. He committed suicide in Thurston County in 1892 by hanging himself, even though on a suicide watch by friends.

**Nixon, Thomas
Lee "Lee"**

1849-1891

Rep

Comp

Contract 157 (as 1873
compassman for
William R.

to

no more



1885

Thomas was born and raised in Allegheny County, Pennsylvania, the son of a carpenter. His father died before he was 11, and he was raised by his mother. He began working for the new County Surveyor at Wichita, Kansas in 1870, when Wichita was just forming. After two years there he moved to Washington, where he began working as a compassman for William R. Ballard.

Ballard had received Contract 157 for some 1500 miles of line on the Yakima Indian Reservation, creating allotments. The work in 1873 was challenged by someone on the crew, and reported to Surveyor General McMicken. David Clarke was hired as Inspector and Compassman to help Ballard finish the work in 1874. After replacing all of the posts that had been previously set, Clarke worked with Ballard and Nixon most of the entire season that year. Neither Clarke nor Nixon show up in the official notes. Clarke was disappointed that he was paid by Ballard in greenbacks instead of gold as he had assumed. The greenbacks traded at a large discount. The Contract was approved. By 1875, Thomas was back in Wichita as an officer of the Presbyterian Church and an employee of the then County Surveyor. He married Cora Matthews in 1876.

He was an active Republican, and in 1877 he started an aggressive campaign to oust his incumbent boss. Thomas had to challenge the Central Committee for the Republican Nomination, and then in the election, he produced letters of endorsement from both Ballard and Clarke, and published them in the Wichita Eagle. He was the new County Surveyor from 1878-80, but by 1880, he was heavily into the insurance and real estate business. Sometime in 1881, he moved to Tacoma with his family. There he was active in his church and was President of the local YMCA.

Nixon, while working as a transitman for Virgil Bogue in 1881, discovered Stampede Pass on his own, and persuaded Bogue to do an instrumental survey of it. In 1884, Nixon patented an attachment to a transit that would permit the direct display of the direction of courses. Nixon was a member of the "Committee of 27" who were instrumental in the violent forcible eviction of the 900 Chinese in Tacoma in 1885-86. They were uprooted from their homes and businesses and put on a freight train. He was charged with the criminal offenses of insurrection and conspiracy, along with the rest of the Committee, but they were all acquitted at a trial in Seattle. This act was a black cloud over Tacoma for 100 years, and may have kept it from being the prominent city in Washington.

For the rest of his life, he was a real estate broker in Tacoma, and owned mines, steamers and real estate in Kittitas and Chelan Counties. He hired David Clarke to survey a railroad from Ellensburg to the Columbia River in 1888 to help his shipping business, although it was never built. One of his steamers, the "T. L. Nixon" operated on the Columbia until at least 1907. He died young of jaundice and anemia in Tacoma in 1891. His estate lingered on until at least 1903, when the courts were arguing whether his life insurance policy was in effect. His wife stayed in Tacoma until it was settled, and then moved back to Wichita, where she died in 1905.

**Noël, Jacob
Edmond**

1847-1918

Rep

SES

USDS

Special Instructions 1890

to

Special Instructions 1891



Jacob was born in Pennsylvania in 1847, the son of a mathematics professor. In 1861 he enlisted as a drummer boy in the Civil War. His father obtained for him an appointment as an ensign in the Navy, and after two years he passed an examination for the Naval Academy in 1863, graduating in 1865. He served until 1887, rising in rank to Lieutenant Commander.

Among other things, he made the survey of the Nicaraguan Canal route in 1871-72, and led a scientific expedition all over the world from 1872-75 on the U. S. S. Portsmouth, investigating hazards to navigation. In 1880-81, he was assigned to the Hydrographic Unit in Washington, D. C. Between 1876 and 1886, he was court martialled four times for drunkenness and neglect of duty. In Asia, he lost his rank and status for a year. Before he was dismissed in 1886, he resigned, and later successfully fought to have retired status.

After resigning from service, he came to Tacoma in 1889. His first known employment was with Fred G. Plummer in 1890 as a civil engineer. In 1891, Jacob formed a partnership with Norton L. Taylor (USDS) and Melbourne Bailey as civil and electrical engineers to survey and design electric railroads and their adjacent subdivisions. The real estate boom ended about then, and the Panic began, and he was on his own from 1892-97, part of the time drafting and calculating for the Tidelands Board.

In 1891, Jacob was hired to conduct an examination of Contract 344 of George A. Schwartz near Yakima. He proposed to do it for \$325, was hired, and reported that the work was satisfactory. Later in 1891 Jacob was awarded Contract 377 for himself in the Olympic Mountains. He was to begin some 24 miles North of Montesano and survey the Quinault Guide Meridian 18 miles North to the Sixth Standard Parallel, that point being located about 10 miles Northeast of Lake Quinault. He was then to survey the Standard Parallel about 30 miles West to the Pacific Ocean near Kalaloch. Two townships on the ocean were also included. He was also to survey the revised Boundary of the Quinault Indian Reservation.

Noel wanted to assess the settlers \$1000 before proceeding, and the Surveyor General said no. Noel refused to go forward with the Contract because of "unfavorable ground" and an unclear description of the Reservation. The Surveyor General said he would go after the sureties, but Noel furnished affidavits of the difficulty and evidence that he had amputated his finger, and the Contract was cancelled.

The Standard Parallel was eventually surveyed by extending surveys South from surveys to the North, resulting in a 1.5 mile gap in the survey grid near the North line of the Quinault Reservation. The surveys from the North had been extended from Port Townsend, and the Quinault surveys came from Grays Harbor, with no connections in the middle of the Olympics. Jacob was hired in late 1891 to examine Contract 344 by Byron Majors and Contract 347 by Lewis Woodman, but either refused or failed to perform on both.

He was elected Pierce County Surveyor from 1899-1903 and then joined the Tacoma City Engineering and City Light Departments. Jacob was elected Tacoma City Engineer from 1909-12. After two years of accusations, the Democrat Tacoma Times in 1911 conducted a campaign to show how Noel was paying politicians through his office. Republican Chair, Joe T. Mitchell (USDMS), and others were removed from the work force by the Commissioners. Jacob got to keep his daughter Jacqueline as stenographer. When he left office, he slowed down and worked only as General Secretary of the Scottish Rite Masons until he died in Tacoma in 1918. His daughter, Jacqueline, a spinster and head of the Tacoma Public Library, continued to live in the family home overlooking Puget Sound at 3020 N. Alder Street until she died in 1964.

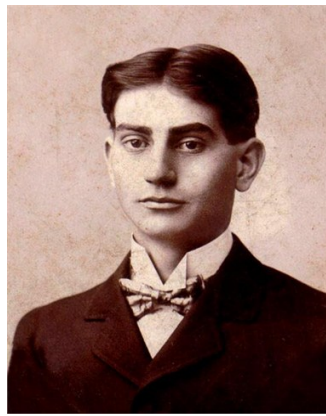
**Nourse,
Mathew
Ferdinand**

1878-1966

IAA

Special Instructions 1910

to
no more



Mathew was born in Wisconsin and still lived there in 1900. He received just a basic education, and in about 1904 travelled to Northern Minnesota where he signed up on a survey crew for Great Northern. He surveyed and cruised timber for them, learning by self study, and in 1905 was in that position in Yakima.

He married Edna A. Reed along the way in Kalispell, Montana, but by 1910 he was divorced, and Edna and his child, Helena, were living with Edna's brother in Columbia City, Montana. It appears that they were married just after Helena was born. By 1907 he was an assistant to Clair Hunt on the Spokane Reservation, first doing allotment surveys, and then helping with the classification of the land until 1909. Mathew was transferred to the Coeur de Alene Reservation to be part of the commission doing the classification there in 1909, and married Ina Stratton, a hometown girl, in Newport, WA in 1910. While living in Cement, WA in 1911, he received a U. S. patent on a variation in chaining pins. He began work on the Yakima Reservation in 1910 as an allotting agent.

Matthew said that there were 400 allotments to do, and the work would not be completed within the next year and a half. He was still in Toppenish in 1914, but during the summer, he travelled to Central British Columbia and explored the area along the GTP RW, then under construction. He selected a spot on the shore of François Lake, returned to Toppenish for his family, and then sailed with them to Prince Rupert, and went back to his claim. While living in a tent, he constructed a log cabin and moved into it on Christmas, 1914.

He went back to Wisconsin to be with his aging father, who died in 1921, and at that time, Mathew and his family moved to Burns Lake, B. C. where he lived until he died in 1966, surviving his wife by one month. He was a real estate agent and auctioneer, and was instrumental in getting a hospital in Burns Lake. He is the namesake of Nourse Creek, flowing into François Lake, South of Burns Lake, where he had built the log cabin in 1914. (biography)

Noyes, Michael

J.

1838-1925

Union

Rep

Comp

Contract 61 (as
compassman for
William H.

to

no more

1860

Michael was born in Washington, Michigan, and graduated from Romeo Academy in Romeo, Michigan. He travelled to Washington Territory in 1859 over the Oregon Trail by ox team. William H. Carlton, a Clerk in Tilton's Surveyor General's Office, received Contract 53, and Clerks Jared S. Hurd and James Lodge received Contract 54, all in 1860, all covering the area surrounding Walla Walla. Carlton had 5 townships, and he used Michael as compassman on two of them. Carlton, Hurd and Lodge obviously cooperated, because they were there at the same time, and their work was intermingled. Michael's part was all surveyed in October of 1860. Lodge returned to Olympia as editor of the Pioneer Democrat, and Michael wrote to him several times from Walla Walla in the winter of 1862 about the activity at the Nez Perce Mines near Grangeville, ID.

Michael returned East via Panama and New York in the winter of 1865. He returned West by overland stage in 1865 and then returned East again the winter of 1866 via Panama and New York to Washtenaw County, Michigan. He married Frances Bates on his return. He started the first bank at Chelsea with George P. Glazier in 1868 and sold his interest in 1871. He became a member of the Michigan Legislature in 1873-75. Michael did well in Nevada for he was worth \$36,000 and employed a servant, according to the 1870 census. He stayed in Chelsea as a businessman, farmer, horse dealer and surveyor until he died there in 1925. (biography)

**Oakes, Ivan
Edward**

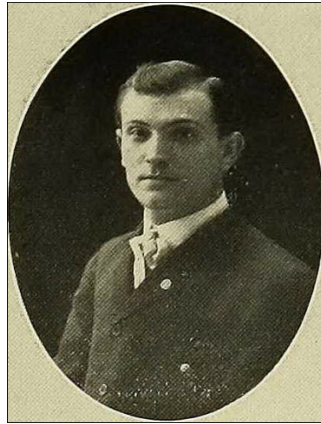
1880-1961

Rep

USDS

Contract 627 1905
(3/7/1905)

to
no more



1905

Ivan was born in Oregon and raised in Sheridan and Dallas, the son of a laborer and express driver. He attended the University of Oregon for probably longer than the normal 4 years, graduating in 1906 at age 26. He was a chainman for Charles Branson in Oregon in 1900. In 1904 he surveyed a GLO Contract in Arizona with fraternity brother, Charles L. Campbell.

Charles, who graduated in 1904, had to return to Arizona after he graduated to do a correction survey of the northerly tier of sections of T10N R10E in 1905. Ivan was awarded a Joint Contract with Homer Angell in Oregon in 1904. He received a degree in Civil Engineering, and his Senior Thesis was on the Public Survey System. While he was still in school in the summer and fall of 1905, he surveyed Contract 627 on his own in Washington. The Contract was for 3 fractional townships, one North of Mt. Rainier, another at Cle Elum Lake, and the third South of Cle Elum. His first job in 1906 was with the State of Oregon hydrographic department, and in November he was surveying on the McKenzie. Ivan married his wife Lela Herron in 1907.

He was an engineer in Vale, Oregon in 1910, in partnership with surveyor, J. F. Miller, working for irrigation companies and districts. From at least 1910-1913, he was City Engineer of Vale. By 1918 he owned a farm in Jamieson, Oregon, while still working as an engineer. He was the manager of Moline Farms in 1918, as listed on his draft card. Ivan worked as an engineer for a ditch company in Ontario in 1920, and served on the Oregon Board of Registration for Engineers and Land surveyors from 1923-35. In 1925, he was a member of the Oregon State Legislature from Malheur County.

By 1930 he moved to Hines where he was the manager of a stock farm. The latter part of his career was spent serving as the Oregon WPA Director of Operations and the Executive Director of the Willamette Basin Commission, an advocate for damming the rivers in Oregon, particularly the Willamette. He was instrumental in getting most of the dams on the upper Willamette and its tributaries constructed. Ivan was living in West Portland in 1940 and 1942, working for the government, and moved to Salem in the 1950's, staying there until his death. He is the namesake of Ivan Oakes Park on Lookout Point Reservoir in Lane County, Oregon.

**Ober, Ralph
Hadlock**

1871-1931

SES

USDS

Special Instructions 1893

to

Special Instructions 1899



1915

Member ASCE. Born in Beverly, Massachusetts, the youngest of eight children, Ralph was a graduate of the Massachusetts Institute of Technology in 1891. He surveyed for a RR in New York and practiced engineering and surveying in Beverly, Mass. until 1893 when he came to Washington.

His sister, Alice, and her husband John Fay, had moved to Seattle in 1889, and Ralph followed. John Fay was a lawyer and was involved in Republican politics. Ultimately, three other Ober siblings would move to Seattle, including Caroline Ober, the founder of the Romantic Language Department at the University of Washington. Ralph was hired by the Surveyor General, as a Special Examiner of Surveys, to do an examination survey of Henry Fitch in November of 1893, on the boundary of the Quinault Reservation, which he reported as acceptable. Ralph was an unnamed crewman soon thereafter for James McPherson in T24N R12W, just north of the Reservation. He studied law in his spare time, and was admitted to the bar in 1895.

In November, 1895 Ober formed an agreement with Isaac Galbraith to survey Contracts. They surveyed Contract 483 in 1896 and Contract 505 in 1897 without issues, even though A. B. Little examined 505. Ober notarized all of the field notes, although both signed the final oath as USDS. In 1897, Galbraith stumbled on Contract 449, in his name only, and Ober had to finish it by rewriting all of the notes for T38N R5E. In January, 1897, they had been awarded Joint Contract 509, with Ober's brother-in-law, John Fay, as one of the sureties. The Contract wasn't approved until September, 1898, and the survey was done in 1899 by Galbraith.

From 1896-1902, Ober was working full time for the War Department at Fort Casey and Fort Worden, in addition to river surveys. From 1898-1900, he somehow was making corrections for John Scurry on his Contract 456, because John was in Alaska. By the end of 1901, not all of the information had been filed for Contract 509, particularly the oaths, which Galbraith had lost. The survey was suspended in April of 1901, and Ober said he would get a leave of absence to correct it. By this time, Galbraith was not communicating with anyone. The work was still not done by 1902, when Ober caught Typhoid and lost all of 1902.

In March of 1903, the Surveyor General went after the sureties, and Ober promised to complete the work. Galbraith drowned at the foot of Battery Street in Seattle in July, 1903. After first refusing, the Commissioner granted an extension of time to December, 1905. The survey was completed by Ober, examined, and approved in December 1906. They also had Contract 527 for an adjacent township, awarded in 1897. It was put on a similar track, with an extension until December 1905. In late 1905, Ober broke his arm in B. C., while working on the Victoria, Vancouver & Eastern RR. The survey was completed in 1906, and approved in 1907.

Ober continued his work on military installations through 1905, and then was employed on the following projects: in charge of substructure for the highway bridge over the Columbia at Wenatchee, 1906; substructure for the CM&SP RR bridge over the Columbia at Beverly, 1907-08; engineer for the Milwaukie Road at various locations, 1908; assistant city engineer for the City of Seattle doing surveys and condemnation of properties for the Cedar River water system, 1908-11; and Seattle Superintendent of Buildings, 1911-14, a job he was removed from by Mayor George Cotterill, supposedly for interpretations to the Building Code. He had actually rightfully criticized the location of the Cedar River Dam and thereby incurred the wrath of Mayor Cotterill. Seattle built the dam at that location, and it leaked, costing Seattle a lot of money.

Ralph entered into private practice until 1918, when he enlisted in the Army Corps of Engineers for WWI. He served in Virginia and Georgia as a Captain until 1920, when he continued as a civilian for three more years, working on the Ohio River while stationed in Kentucky. He returned to Seattle to form Jacobs and Ober with Joseph Jacobs, and engineered important projects until he died in Seattle. They did the power investigations for the City of Seattle for both the Skagit and Cedar Rivers. The Aurora Bridge, which Ralph designed, was under construction when he died of a brain hemorrhage at age 60.

He had married Mattie Shattuck in 1903, and they adopted a 5-year-old daughter in 1929, whose mother was recently deceased in Seattle. Mattie remarried in 1934 to John Olaf Nelson, but had restored her maiden name by 1940. Ralph was President of the Pacific Northwest Society of Engineers, a member of ASCE, and president of the local chapter of ASCE. (biography)

**Ogden, David
Bayard III**

1866-1926

USDS

Special Instructions 1894

to

no more

Born in Wisconsin, the son of a lawyer, David Bayard Ogden II, who died before he was born. David was living in a hotel in Flushing, New York in 1870, with his mother and stepfather. She had remarried in 1869 to Alexander McKinsey (McKenzie), a 1864 West Point graduate, and then a NSA Officer. David's grandfather, David Bayard Ogden I was also a prominent attorney in New York, arguing many famous cases before the U. S. Supreme Court. The family was living in Rock Island, Illinois in 1880, where Alexander was a Captain for the Corps of Engineers. David was listed with a surname of McKinzie.

He was David Ogden in 1885 in St. Paul Minnesota, living with his widowed stepfather and several other men. He married Frankie Margaret Wood in Davenport, Iowa in 1889. David worked in Tacoma in partnership with Walter Bosworth by 1889, and they surveyed subdivisions and designed electric railways until at least 1894, when the "Panic of 1893" ended the real estate boom.

He took on a Contract by Special Instructions to survey McMicken Island in Hood Canal in 1894, and finished in two days. David was an assistant engineer with the Corps of Engineers in Puget Sound in 1894, and stayed in Tacoma until 1896. By 1897, he had taken the position of Assistant Engineer with the Corps of Engineers in Oregon. His step father may have helped with those appointments. He worked in the Columbia River Basin, doing navigation improvements until 1908 when he moved to Brookline, Massachusetts, a suburb of Boston.

Before he left Tacoma, he was affiliated with the Christian Science Church, and in Boston he was the manager of the Christian Science Publishing Society and a reader in the Church. His residence in Brookline was an apartment near the streetcar line, until he moved about three blocks away to another apartment. In 1921, there was a controversy in the Church Publishing, and it was settled in court. David had become a Trustee, managing the funds supporting the Publishing Company. There had been \$26,000 paid out to employees that was reluctantly ruled legal, but a \$500 per month salary to David B. Ogden, after he retired, was ruled improper. He continued in Boston until 1924 when he moved to New York City, where he worked in the church until he died in Washington, D. C. in 1926.

**Omeg, Robert
Fred**

1879-1973

USDS

Contract 593 (with 1903
Edward Sharp)

to

Contract 646 1907

Born in Oregon, Robert was the son of a Prussian immigrant that first came to Pennsylvania, moved to North Dakota, and then filed a Claim on 8 Mile Creek in Wasco County, Oregon. Robert was raised in Wasco County near the Campbells, Riddells, Sharps and Homer Angell, fellow Deputy Surveyors. He was an axman for Ed Sharp in 1902. Robert received a Joint Contract with Edward Sharp in 1903 for three fractional townships Southwest of Mount Rainier. He was a chainman for Homer Angell and Clyde Riddell in 1904 and 1905. Robert received his own Contract in 1907 for three fractional townships in Northeastern Washington.

He received very small Contract 761 in Wallowa County in 1905, but had to return for corrections in the field in both 1906 and 1907. Another Contract in 1909 in Malheur County for one township was surveyed successfully. He worked as a surveyor out of The Dalles and Portland under the Direct System until he graduated from dental school in 1912. Robert was a bachelor until he married in 1925 to a spinster school teacher that had graduated from Pacific University. They lived in the Laurelhurst neighborhood in Portland until he retired as a dentist in 1950. His wife, Lora, died in Portland in 1958. His sisters, Lucy Lindsay and Ida Omeg lived in Camas or Washougal, WA. Ida died there in 1967 and Lucy in 1982. Robert moved to Camas in 1961 and died in Washougal in 1973. (biography)

**O'Neel, Albert
C.**

1865-1943

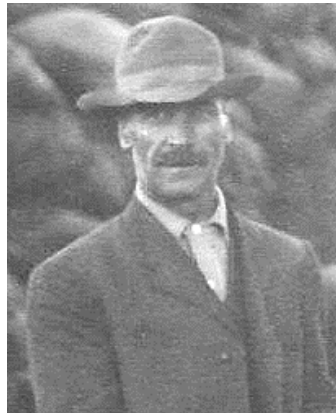
Rep

Comp

USDS

Contract 397 (as 1895
to

Contract 497 1896



Oregon PE 285. Albert was born in Iowa, the son of a farmer, and he completed grammar school and at least one year of high school before leaving for Oregon. His sister, Lucy, had married in Iowa and moved to Oregon by 1870, and was living in Oregon City. Albert came to Oregon in 1884, locating in Eagle Creek where Lucy lived at that time, and in 1888 he married Lucy's step daughter, Olive Glover.

In 1886 while teaching country school, he purchased all of the books for the curriculum for Civil Engineering at the University of Oregon and "mastered the subjects himself". He was teaching geometry, trigonometry and calculus in Lents, OR from 1887-89. By 1890 he was the principal of Russellville School in East Portland, and was a GLO Surveyor beginning in 1891, with Oregon Contract 575 near Marys Peak, West of Corvallis.

Albert was in charge of location and construction of the Portland, Chicago and Mt. Scott RR in East Portland 1891-92. He was appointed a Special Examiner of Surveys in Oregon in 1893-94. He was after that a construction engineer for the Vancouver & Yakima RR heading towards Battle Ground, WA in 1896 and 1898. He worked as a deputy county surveyor in Clackamas County from 1891-93, and a deputy county surveyor in Clark County, WA 1895-96. A volume containing some of his boundary surveys exists in Clark County.

While in Vancouver in 1895, he was asked to complete the Contract of William Marye South of Eatonville, WA, with another portion just South of Mossyrock. Arthur Chapman, who lived in Vancouver, had partnered in a survey with his nephew, William Marye, with Chapman being the financier and surety. Marye failed his examination and had to redo the survey, but instead he quit and fled to California, leaving Chapman to finish the survey, by hiring Albert as compassman. Albert surveyed T11N R2E and retraced the North line of T15N R4E in 1895. He turned in the notes in December and the next March was notified that his survey of T11N R2E was incorrect.

Since the South township line as surveyed by Samuel Lackland in 1892, and as disclosed by Albert, was long by about .5-1.5 chains per mile, Albert should have set new corners at 40 and 80 chains, etc. and subdivided his township from those corners. He returned in 1896 to resurvey the entire township, but it is uncertain whether Chapman paid for the resurvey or not. An inspection by F. H. Brigham in 1898 was satisfactory. Albert was awarded Contract 497 on his own for a township adjacent to the one he had just surveyed South of Mossyrock. F. H. Brigham examined it in 1898 and reported no issues.

Albert was a locating engineer for ORN in the Palouse from 1898-1900, and was Vancouver City Engineer in 1901. The current BNSF RR in Fruit Valley in Vancouver was laid out by Albert as chief engineer for W&O RW, and he designed and built the existing steel bridge over the Lewis River. Albert made the tests and studies for the foundations for the existing RR bridge over the Columbia. He lived in Vancouver until about 1904 when he got a job with SPRR and returned to Portland, where he lived until he died. He went back to W&ORW from 1906-08 as Bridge Engineer.

Albert was a civil engineer in private practice in Portland from 1904 to 1920 when he was not employed by a RR, including being one of the 12 selected, but unsuccessful, bidders for the design of the Interstate Bridge. He formed a development company with fellow surveyor Fred Schuele, and created a placer mining company.

Albert was in Cordova, Alaska in 1908-12 as Steel Bridge Construction Superintendent for the Copper River and Northwestern Railway line from Cordova to Kennecott, Alaska. This was a 196 mile RR built in four years involving 129 bridges, many of them very long. J. P. Morgan and the Guggenheim family built this RR to the copper mines at a cost of \$20 million, but hauled out \$200 million of ore.

The most famous bridge was the Miles Glacier Bridge across the Copper River, known as the "Million Dollar Bridge", costing \$1.4 million to build at that time, or about as much as the Interstate Bridge over the Columbia River. It was 1550 ft. long, included 4 spans, and had piers that were solid concrete and steel, 85 feet in diameter and buried 65 feet to withstand the icebergs from the glaciers floating down the river. It could only be built in one place on the river, with Childs Glacier flowing into the river on the Northwest, and Miles Glacier flowing into the river on the Southeast, leaving only less than a mile to squeeze in a bridge.

The piers were built in 1909, and the superstructure was constructed in the winter of 1909-10. A forest of falsework was placed on top of the frozen river to hold up the bridge during fabrication. Span 3 was lowered into place hours before the melting ice carried the falsework down the river in the spring breakup. Span 4 was out of the threat of icebergs, and was completed soon thereafter. He took his wife, daughter, and sister-in-law to the bridge for the dedication in 1910. Nearby Mount O'Neel, overlooking the bridge, is named for Albert.

Between 1913-17 he was the contractor for a cantilever RR bridge over the Monroe Street bridge and the Spokane River at the lower falls. It was built in 1914, and removed in the 1970's for EXPO 74. He indicated he worked for the OWRN from 1917-1931. The 1920 census showed him as a civil engineer for the USRR Administration. By 1926 he was an engineer for OWR&N, lasting until 1929, when he was an engineer for the UPRR. He was back at OWR&N in 1931, and from 1935-36 was an assistant engineer for construction at Bonneville Dam. In 1936-37 he was chief engineer for construction work at the Portland-Columbia Airport. He retired in 1937 for health reasons.

Albert was the model for a character in the novel by Rex Beach , "The Iron Trail", and was featured in another book by George Whiting, "Grit, Grief and Gold", a biography of M. J. Heney. He was featured in another book, "The Copper Spike", a story of the Copper River RR. His five children all attended at least 2 years of college, with three graduating, two of which as civil engineers from the University of Washington.

Ort, Oliver**Oscar***1864-1928*

Rep

USDS

Contract 401

to

Contract 515

1892

1897

Oliver was born in Pennsylvania, and after his father died in the Civil War when Oliver was a baby, he and his sister were raised by their mother on a widow's pension. He graduated from Lafayette University in 1887 in civil engineering, and after school he engaged in government surveying and worked for two railroads. He married in 1889 to Viola "Ollie" Steinbarger, and that same year went to Centralia, WA to explore possibilities with his brother-in-law, Samuel Grimm, and Samuel's brother Huber. They returned for their families, including Oliver's mother, and all moved to Centralia in 1891, where Oliver and Samuel had started an engineering and surveying business.

Beginning in 1890, Oliver was the first City Engineer of Centralia, designing and surveying most of the streets in town, along with Samuel in the early years. For the next three years they did 32 subdivision plats during the real estate boom preceding the Panic of 1893, and then Oliver and Samuel started government surveys. Oliver received Contract 401 for one township West of Oakville in 1892, which was examined by Alfred Ruth with no problems. Samuel was a chainman. His next was Contract 436 in 1894 for one township at Mineral with corrections to the notes only. John Caleb Berry was an axeman.

Next was Contract 466 in 1895 for three fractional townships Southeast of Lake Quinault. Again John Caleb Berry was an axeman, and for some reason during the year of 1896, there was no action on the survey. Examinations by F. H. Brigham and M. P. McCoy showed corrections to notes only. Contract 499 in 1896 was for one fractional township 15 miles East of Chehalis. A historical narrative by settlers trying to locate claims before filing, noted that many times the official corners and posts set by Ort were 50-75 feet off of the blazed line, making them difficult to find.

His last Contract was 515 in 1897 for 2 townships at Randle and 3 fractional townships West of Lake Quinault. One township at Randle was surveyed in 1898 with Samuel as a chainman, but Samuel was elected County Assessor, and was not much help after that. The three townships West of Lake Quinault were not turned in until July, 1900. They were examined by M. P. McCoy, with corrections to the notes only.

The second Randle township was filed in August, 1901, and sent to Examiner T. M. Hurlburt. It was rejected and suspended in 1902. Ort tried to get help and guidance from the Surveyor General to do the corrections, but was refused, and the ultimate plat by direct employees showed a lot of decisions needed to be made on closing corners and distortion. The Township was rejected, the sureties were notified in 1903, and Ort received no pay for that township.

Oliver and Samuel had purchased a 220 acre farm when they arrived in Centralia, and continued to actively farm it until sometime before 1920. Oliver listed himself in 1893 and 1912 in the Lafayette Alumni Directory as a merchant and farmer. He and Samuel were living side by side at 303 and 307 M. Street in Centralia in 1920, and continued there until their deaths, with their unmarried daughters continuing after that.

Oliver made an application to purchase State Land in 1906, noting on his application that it was pastoral and contained little timber. A State inspector agreed. In fact it contained up to 8 million BF, and the State sued for the value later. The case made it to the Washington Supreme Court in 1911, with Oliver prevailing, noting that the State had had its chance. Oliver soon sold the land to Carlisle Lumber Company, which needed the land for access to its land. In about 1908 he began work for the Carlisle Lumber Co. as Engineer, staying there until he died in 1928, ending up as chief engineer. One of the projects was the survey, and 1914 construction, of the 10-mile Newaukam Valley Railway from Napavine to Onalaska. Carlisle purchased 28,000 acres of timberland near Onalaska, and built a new sawmill there in 1914. (biography)

**Ostrander,
Levi Wells**

1841-1921

Dr/Clerk

Clerk

to

no more

1884

Born in Wisconsin and raised on a farm, Levi attended the high school, Milton Academy, there for two years, and served in the Civil War 1862-1864, ending as a Second Lieutenant. He married in Lake Mills, Wisconsin in 1867 to Hattie Fargo, and lived in Minnesota from 1875-80. He was appointed a Clerk in the Surveyor General's Office in Olympia in 1884 by his brother-in-law, William McMicken, serving until at least 1887. He was appointed Treasurer of the new Corporation of the City of Puyallup in 1888.

In 1888 Levi sued Deputy Surveyor Gilbert Ward for collection on a debt. Hattie died of liver cancer in 1894, and Levi never remarried. Levi always worked as a clerk, either in a bank, a store, or for the Surveyor General, in Olympia, Puyallup, Shelton and Seattle. His son and only child, Harry Fargo Ostrander teamed with Levi to own a store on Kodiak Island in Alaska in 1898. They prospected and finally quit and came back to Olympia.

Levi was the bookkeeper for the Peninsular RR in 1907, and was severely burned in the fire at the Webb hotel in Shelton. He was burned from head to foot, and was presumed to die, but recovered after a long convalescence. Harry created a shipping business, and was wealthy enough to have 4 servants and a chauffeur in 1920. He owned Pioneer Sand and Gravel, and was a Director of Centennial Mills and Pacific National Bank. He had purchased a 26 room mansion on Lake Washington in 1914. It was remodeled, and the landscaping was redesigned by the famous Olmstead Brothers, even though Harry did not pay and had to be sued for the \$10,000 fee.

Levi was working in his son's office in 1917 and lived with him in the mansion in 1920. Harry had constructed a 1638 ton wooden schooner in 1917, built in Tacoma and named the "Levi W. Ostrander," that sailed the Pacific Coast and the entire world, with trips to New York, China and Hawaii. Levi died in Seattle in 1921 while living with his son, but is buried in Tumwater. His son died at age 57 and is also buried in Tumwater.

**Otis, Ira
Clinton**

1861-1938

Dr/Clerk

Clerk 1897

to

Clerk 1899



Born in Wisconsin the son of an editor, Ira attended the University of Minnesota in Civil Engineering until at least 1882, and afterwards worked for railroads, living in his parents house. He came to Grays Harbor in 1889 to work as an engineer for NPRR. He was a civil engineer for the Seattle and Northern RR in 1890, and in the early 90's he went to Anacortes to help in platting the town. He married Minnie Jean Soule in 1894. From at least 1897-1907, he was draftsman and chief draftsman for William Watson, William McMicken and Edward Kingsbury in the Washington Surveyor General's office.

Ira took leave in 1906 to spend a year in Spokane with GNRR, and went to work for Washington State Highways in 1908. He worked in the Direct System in Washington in 1910. Several years were spent working for the California Highway Department, but Ira returned to take a job with the Washington Highway Department in 1922. He was a locating engineer for: Vantage Ferry Highway, Snoqualmie Pass Highway, Highway 101 around the Olympics, and the approaches to the Narrows Bridge. Ira's hobby was botany, and he specialized in ferns, grasses and water plants, many of which are named for him, such as "Glyceria otisii". He submitted many specimens to the National herbarium in Washington D. C. and the Academy of Sciences in San Francisco. He died in Seattle.

**Ouellette,
Louis Jean
Pierre "Pete"**

1855-1934

Rep

Dem

Citizen's

Dr/Clerk

USDS

Clerk 1883

to

Clerk 1903



Born in Ontario, Canada, Pete was educated in civil and mechanical engineering at L'Assumption College in 1877. In that year he went to Denver and entered GLO surveying in 1880. He also worked as a deputy county surveyor in Arapaho County for 4 years at the time John K. Ashley, suspected Benson Surveyor, was County Surveyor. Pete came to Olympia in 1883, and secured a job as a Clerk in the Surveyor General's office, lasting until the Cleveland Administration in 1886.

During his tenure, Benson Lawyer Harry A. Clarke, with John K. Ashley as compassman, received a Contract in Washington. In 1887 Pete became President of Puget Sound and Chehalis RW, and was active in its construction. He was awarded his only Contract, No. 346, in 1890 for three townships. The first was T40N R5E, Southeast of Sumas, and it was surveyed in 1891 by Isaac Galbraith as compassman, according to Examiner Francis Yeomans. Distortion of over 5 chains was disclosed by subsequent surveys. The second was T36N R5E, Northeast of Sedro Wooley, and it was not surveyed until 1894. Pete inherited a township with significant distortion in the West line, and returned a survey with up to 10 chains of internal distortion as disclosed by later surveys. He was asked to make corrections to the notes and he did.

The third was T24N R8E, a fractional township North of North Bend, with the original part having been poorly surveyed by Edwin Richardson in 1865. Pete reported that he could not find the starting point in 1893, and was sent more notes to use. He finished T24N R8E in September 1894 and was asked to do corrections. They must have been in the field, because Pete did not send in the corrections until October 1895. In March of 1896, T24N R8E was rejected, and he was not paid for the work, but he had been paid for the other two townships. Isaac Galbraith and Ralph Ober received a Contract the next year to redo T24N R8E. Their survey showed significant distortion, many closing corners, and much retracement of the previous survey by Richardson. Pete may have been able to finish his survey with that much information.

He worked in railroading and logging until 1890 when he was elected Thurston County Surveyor, lasting until 1895. During that time he drafted copies of 66 fading subdivision plats to preserve them. In 1891, Louis had married Elizabeth McFadden, the daughter of O. B. McFadden, the U. S. Congressman from Washington. He was appointed a State Land Cruiser in 1894, was assistant engineer in 1897, and succeeded John Cryderman as Chief Engineer of the State Land Commission in 1900. He was a member of the Olympia City Council for a short time in 1898. He surveyed plats in Thurston County until at least 1924. Pete worked a short time as Draftsman in the Surveyor General's Office of Edward Kingsbury in 1903. Elizabeth died in 1933, and Louis died 1934, both in Olympia. (biography)

Owens, Henry

Kinder

1857-1919

USDS

Contract 455 (with 1895
John G. Scurry)

to

Contract 475 (with 1895
John G. Scurry)



Member ASCE. Henry was born in Delaware, but received all of his education in Missouri, up to a BSCE in 1880. From 1885-1892 he was a civil engineer in Yakima and Seattle, and from 1888 to 1892, was a partner in the firm of Scurry and Owens with John Scurry. The firm exclusively did work for the City of Seattle, with John Scurry being City Engineer of Seattle for at least part of the time. Henry surveyed the Town of North Yakima in 1885 for NPRR, and beginning in 1893, he worked for NPRR surveying irrigation projects in Yakima until NPRR went bankrupt, and he had to collect his money.

While in Yakima, he married Alice Cock in 1887, the daughter of Henry Cock and the niece of John K. Hall. Henry always maintained an office in Seattle, but lived in Yakima much of the 1890's. Henry became a Member of ASCE in 1889.

The team of Scurry and Owens were awarded three GLO Contracts in 1895, Northeast of Spokane, and it appears that John Scurry took on the whole responsibility. After examinations, three townships were approved and five were rejected, including T30N R44E that had to be completely resurveyed. John Scurry by then was in Alaska surveying railroads, using Ralph Ober for his communication. They appealed part of the decision to the Secretary of the Interior and lost. John Wetzel was eventually appointed compassman, at the expense of Scurry and Owens, for T30N R44E to redo it, still under the old Contract. It was noted in 1901 that Scurry was sick. All were approved between 1902 and 1904. Again, Henry was off doing engineering projects all of this time, and not involved at all.

Henry built and owned a stamp mill in the mining town of Florence, ID in 1896, and was placer mining in Freedom, ID in 1897. In 1898, He became Engineer for the Northern Pacific Irrigation and Power Co., irrigating 110,000 acres of land in Yakima Valley. In 1903, he was an incorporator of the Pasco Irrigation and Land Company, with the intent of damming the Yakima River to create irrigation for land on the East side of the Columbia at Pasco. From 1904-1909, Henry was the engineer and part owner for several ventures at Hanford. One was a power plant at Priest Rapids, using the vertical fall there to produce power and create irrigation projects of several thousand acres nearby. They used the power from the Power Plant to pump water out of the Columbia River. They also surveyed the Priest Rapids RR, and eventually sold to the Milwaukie Road.

Henry was the engineer for a irrigation pumping project at Five-Mile-Rapids on the Snake River in 1906. In 1908, he was appointed to the Seattle Canal Commission, and in 1911 purchased part interest in a schooner to explore in Alaska. From 1911-13 he was an engineer for the Puntledge River Power Plant in British Columbia for a coal mining company. It was 20,000 kw, and designed in conjunction with A. V. Bouillon, their partnership lasting from 1911-17. Henry publically criticized the Cedar River Plan in 1912, but supported Ralph Ober's alternative. He died in Seattle in 1919.

**Park, Charles
Manville
"Charlie"**

1849-1904

Comp

Contract 289 (as 1883
Compassman for
Oliver B. Iverson)

to
no more

Charles was born in Luzerne County, Pennsylvania and married his wife, Elizabeth Harrison there in 1871. He farmed until moving briefly to Kansas in 1877, before becoming a resident of Gunnison County, Colorado. Charles worked there on a ranch until 1880 when he worked on government surveys. He first showed up as an axeman for Oliver Iverson for T21N R6E in 1882, but had arrived in Washington in about 1881. He was the compassman for Oliver B. Iverson in his survey of T37N R4E on the East side of Lake Whatcom in 1883, which was only about 6 miles from his Claim on the South Fork of the Nooksack River, which was shown on Iverson's 1885 survey of T38N R5E. That township was also probably surveyed by Charles as compassman, according to "Place names of Washington", which noted him as the government surveyor.

His younger brother, Samuel, had filed an adjacent claim, but did not receive a patent. Charles was still living in Whatcom County with his family in 1885 and 1887. He worked as a farmer in 1885, and was a carpenter in 1887. He was a front man for a timber company to buy timberland from the U. S. Government, and in 1885 was threatened with perjury for making false statements. Charles obtained the patent to his Claim in 1892. Per Denny DeMeyer, he was an alcoholic.

The author of the biography of his son wrote that Charles left for Hot Springs, Colorado in 1894 and died there shortly thereafter. He was listed as the father of his daughter, Hattie, in her obituary in 1897. In 1900, his wife listed herself as a widow and farmer in Baker, Whatcom County, the site of their homestead. Some of her children were with her. Charles showed up living in a hotel in Bellingham in 1900, listed as a commercial traveler, and noted he was single. He has a tombstone in Colorado noting his death as 1904.

Elizabeth was still in Baker, WA in 1910, was living with her daughter in Montana in 1920 and died in Whatcom, WA in 1838, after spending most of that time on the family farm, as a farmer. Nearly all of the family is buried in the Van Zandt Cemetery, about a mile North of the homestead. Charles is probably the namesake of the former town of Park at the East end of Lake Whatcom, and Park Road leading Easterly from there to the Nooksack.

**Parsons,
George
William**

1869-1960

USDS

Contract 471 (with 1895
John Parsons)

to

Contract 486 (with 1895
John Parsons)



1931

CA PLS 121. George was born in Missouri and moved with his family to Sanel, California (Hopland) as a baby in about 1870. His father first owned a stock ranch with his brother, and then owned a farm there on his own. George's brother, John, had gone to Washington by 1889, where he was an engineer, and in 1893 was Skagit County Surveyor. George worked with his older brother, John, as a chainman at first in 1895, and then shared two Joint Contracts that were surveyed 1895-97, with George still as chainman.

George was first a chainman on two fractional townships, one Northeast of Concrete, and another on the Skagit River above Marblemount. Their next Contract was cancelled when it lost its funding. They then surveyed two more fractional townships, one at Concrete, and the other South of Rockport. All were in steep mountainous country. George then went back to Sanel, California by 1900 to live with his father, and remained there as a farmer. He married in 1909, and moved to a farm at Marysville in about 1910. He continued there until at least 1940 on the farm, but eventually moved to Yuba City, where he died at 91.

**Parsons, John
Clement
("Clem")**

1864-1951

USDS

Special Instructions 1894
(10/9/1894)

to

Contract 486 (with 1895
George Parsons)



CA PLS 508. John and his brother George W. were born in Missouri, and moved as children to Sanel, California (Hopland) with their family. His father first owned a stock ranch with his brother, and then owned a farm there on his own. John attended St. Mary's College in San Francisco to study civil engineering and graduated in 1886. He moved to Tacoma by 1889, was a draftsman in Blaine in 1890, and in 1892 he was elected Skagit County Surveyor.

John was awarded four Contracts by the Washington Surveyor General's Office in 1894-95, two being Joint Contracts with his brother George. John was the Deputy on all of the work, and George was a chainman. They were all surveyed in 1895-97. His first Contract was on his own for two fractional townships, one Northeast of Concrete, and another on the Skagit River above Marblemount. Their next Contract was cancelled when the State pulled its Special Deposits. They then surveyed two more fractional townships, one at Concrete, and the other South of Rockport. All were in steep mountainous country. They were examined by F. H. Brigham, and the notes had to be corrected several times. The last was approved in 1899.

George returned to California, and John stayed in Seattle to manage a blueprint company for O. P. Anderson. He married in 1899, and when his daughter, Helen, contracted polio in 1903, he moved to Eureka, CA, for better weather for her. They then moved to Santa Rosa by 1906 where John was City Engineer during and after the San Francisco earthquake. He took up photography as a hobby in 1903. They later moved to Vallejo. and John died in San Francisco. (biography)

**Patterson,
Andrew Wilson**

1814-1904

Dem

USDS

Ch Clerk

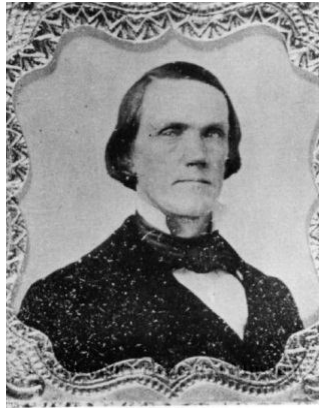
Contract 6 1855
(5/26/1855)

to

Chief Clerk in 1859

Oregon Surveyor

General's Office



Andrew was born in Pennsylvania, attended Western University of Pennsylvania, and graduated from Pennsylvania College of Medicine in 1841. He practiced medicine in Indiana and Pittsburg, worked as a travelling salesman for surgical instruments, and published the "Northwest Literary Magazine." His bindery burned down, and his wife and baby died after only a year of marriage.

Wanting a new start, he came across the Oregon Trail in 1852 on horseback and settled at Eugene, OR, where he filed a Claim about a mile West of town. Andrew platted the City of Eugene in 1853, and received a Donation Claim Survey Contract North of Eugene in 1854. Later that year he was awarded a Contract by a Democrat Surveyor General, Charles K. Gardner, for 6 townships East of Cottage Grove, OR, and another for 6 more townships near Oakridge in 1856. He served in the Territorial Legislature from Eugene in 1854.

He received Contract 6 from James Tilton in Washington in July of 1855 for the 2nd Standard Parallel North, running from Longview to Cathlamet. Also included was the 3rd Standard Parallel from Onalaska to Mossyrock, and there are no notes in the records for either of those surveys, but he did survey them, and the plats exist. His second Contract was for T12N R1E, South of Onalaska, which he surveyed in August of 1855, just before the start of the Indian hostilities. He went back to Eugene and formed a Company of Volunteers for the Rogue Indian War, with himself as Lieutenant. In April of 1856, he was named the Surgeon for the Volunteers.

Andrew was married to Amanda Olinger in 1859, who had arrived in Oregon in 1843, and William Chapman named him his Chief Clerk from 1859-1861 in the Oregon Surveyor General's Office. In 1861 he was given a good Contract on the East side for 6 townships. Andrew returned to his profession as a doctor in 1862 and continued practicing medicine until a few years before he died. Andrew was elected to the Oregon Senate in 1870-74, where he was instrumental in the locating of the University of Oregon at Eugene in 1876. He wrote a set of school readers and wrote a book of poetry. His house in Eugene was ultimately used in the movie, "Animal House." He was the namesake of Patterson School, Patterson Street in Eugene, and Patterson Island in the Willamette. (biography)

**Payne,
Clarence Hayes**

1876-1951

USDS

Contract 696 (with 1910
C. A. Slang)

to

Contract 697 (with 1910
C. A. Slang)
(5/2/1910)

Clarence was born in Wisconsin, finished 3 years of high school, and was living on his parents farm in Wisconsin in 1880. He married Oregonian Aurora Dickey in 1906, and lived in Spokane from 1906-1951, working as a machinist, a blacksmith in 1910, a carriage builder for Novelty Carriage Works in 1920, and a carpenter in 1930, during all of that time. The record does not indicate that he had any surveying education or experience, but his involvement in the two Contracts listed is proven by the comparison of his signatures on the Contracts with his signature on his 1918 World War I draft registration. He was of medium build and height with blue eyes and light hair.

Clarence H. Payne received two Joint Contracts with Charles A. Slang in 1910. They were for 7 townships East of Chewelah and Colfax, and the work was shared, with two townships for Payne and five for Slang. Clarence surveyed 2 townships East of Chewelah, and had to return in 1912 to make corrections in the field for T34N R42E. Charles Slang had surveyed T34N R43 E in 1910, and left for Canada in 1911. Clarence had to resurvey several miles of line in that township in 1912 to get approval.

**Pearson,
George Little**

1851-1879

Ch Clerk

Chief Clerk

1874

to

no more

George was born in Pennsylvania, the son of a Bank Cashier. He was a Clerk in an insurance office in Washington, D. C. in 1870, and married Fannie Marks in D. C. in about 1872. By 1875, he was Chief Clerk for William McMicken in the Washington Surveyor General's Office. His wife developed TB, and they moved to California, where he was a clerk in an insurance company.

Fannie died in 1879, and George committed suicide by taking an overdose of laudanum (tincture of opium) about 6 weeks after his wife died. He left a note that he "was weary of living and have determined to end my miserable existence." "I die or commit suicide for two reasons. One, because I cannot overcome my appetite for liquor. Two, because of pecuniary difficulties, and my father-in-law is to blame in a great measure for my last difficulty." He left two orphan children in Oakland.

**Pengra, Bynon
Johns, "BJ"**

1823-1903

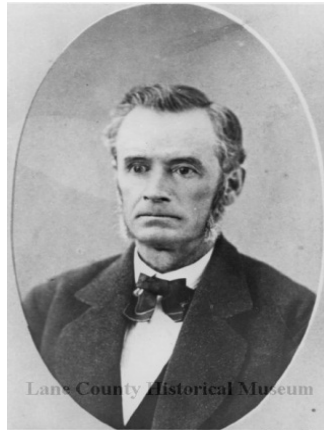
Rep

S G

USDS

Surveyor General 1861
of Oregon

to
no more



Bynon came over the Oregon Trail in 1853 with his wife, daughter and brother, and settled Southeast of Springfield, OR at Natron. He was known as the first Republican in Oregon when he started the first Republican newspaper in 1860, the Oregon State Journal; had canvassed the state for the Republicans; and became a Presidential Elector for Lincoln and Hamlin.

He returned and campaigned for Col. Baker for the U. S. Senate and won the fight, receiving the appointment of Surveyor General as a reward. After four years as Surveyor General, he went to the State Legislature where he was a "dominant spirit, stubborn and immobile." He secured the grant for the Oregon Central Military Road, from Eugene Southeast, crossing the Cascades near Willamette Pass, at Pengra Pass, and then running through Southeastern Oregon to Idaho. He had surveyed the road in 1864 with William H. Odell, a future Surveyor General of Oregon, and was the superintendent of construction until being named President of the Company.

Bynon received a Joint Contract with David Thompson and John Meldrum in 1866 from strong Republican Oregon Surveyor General Elisha Applegate. It was for 30 townships in the Klamath Valley area, through which his wagon road was located. The survey was completed by Thompson and Meldrum, with no apparent surveys by Pengra. He was part of five more Joint Contracts with several competent Deputies in the next three years. The only work under his signature was several townships in Contracts 119 and 122 in 1867 where he used Deputy Surveyor John Meldrum as compassman.

The road was eventually built and certified by 1874, and for payment the owners received three square miles of adjacent land for every mile of road they built, totaling more than 2 million acres. The road meandered through the most valuable land they could find, through the valleys of Klamath Falls and Lakeview. Reports noted it wasn't much more than a trail, and the Oregon Legislature conducted an investigation, 15 years after it was constructed and sold, to determine if it was really built. Bynon was part owner of a flour mill and a sawmill in Springfield in the 1860' and 1870's.

He lobbied for the O & C RR to use his route to go to California, but they refused, Congress adopted the Medford route, and Pengra became very angry. Later on, another party helped Bynon on his route, and actually constructed a portion, but then sold out themselves for a lot of money. Pengra went insane and spent at least a year in the insane asylum in 1891. Charlotte divorced him in 1889, and he married two more times. The Salem Capital Journal wrote in November, 1898: "B. J. Pengra, a former Lane County man, now 75 years old, and Mrs. Lucretia Begelow, were married in Portland last week. They had never heard of each other until a few days before, Pengra having gone to Portland after a wife. He has been married twice before."

Bynon died at the residence of his son at Coberg, OR. He would have been satisfied that in 1926 the mainline railroad from Oregon to California would be built by Union Pacific over Pengra Pass on the route he had selected. Bynon is the Namesake of Pengra Road, Pengra Mountain, Pengra Pass, Pengra Lake (now called Waldo Lake for probable political reasons), and the Pengra Covered Bridge in Lane County. (biography)

Penland, John**Robert***1879-1924*

Rep

USDS

Contract 633 (with 1906
Charles Campbell)

to

Contract 634 (with 1906
Charles Campbell)

1904

OR PE 86. John was born and raised in Texas, and his family moved to California sometime after 1889. He was first noted in the Northwest as a football player for the University of Oregon from 1901 to 1904. He was on the track team in 1904, but had dropped out of school by 1905. He returned in 1908 to be a guard on the basketball team and a member of the dorm association.

While absent, he shared a Joint Contract with Charles L. Campbell, a fellow University of Oregon Engineering Student, in 1906-1907. They shared the work, with John surveying 2 townships on the Skagit River at Diablo, and 2 townships Northeast of Lake Quinault. He apparently did graduate work in 1909 or 1910 in Civil Engineering, and married Mabel Adda Tiffany in 1911, a 1908 U of O graduate and the daughter of the Postmaster of Creswell.

He worked briefly as a mining engineer in Spokane in 1910, after he had moved to Albany, Oregon in 1909, where he was the first City Engineer. Later he became Linn County Roadmaster, and in 1911 he surveyed a flume near Philomath. He was the coach of the Albany High School football team in 1911. During a period around 1920, John was a leader in the Mazamas, being in charge of climbing expeditions and writing reports of their excursions. In 1914, he was part of the firm, Penland and Eaton in Albany, while serving as City Engineer. Both he and Mabel were involved civically, particularly with the Masonic Order, with John starting a local Shriners organization. He died in Albany in 1924 of severe infection from a tooth and boils, leading to pneumonia, leaving three children at home. Mabel taught at Albany High School from 1927-44.

**Perkins,
Fletcher K.**

1815-1872

Dr/Clerk

Clerk

to

no more

1869

Born in Tennessee, Fletcher was a herder in Cash Creek California in 1850, a settler in Washington in 1852, and lived in Shelton, Washington by 1856 when he volunteered in the Indian War. He was a laborer in Olympia in 1860, a Messenger in the Surveyor General's Office of Elisha Ferry in 1869, and a gardener in Olympia in 1870. He had just left Olympia when he died in Susanville, California in 1872, with his estate being probated in Olympia in 1873. He was 5' 8" with light hair and grey eyes.

Peterson,

Comp

Contract 378

(Compassman for

Edwin C.

Richardson)

to

no more

1891

Special Examiner Francis Yeomans noted that Edwin Richardson used a compassman named Mr. Peterson on the survey of these townships. A search has yet to narrow this down to one individual. He is not mentioned in the notes.

**Peterson,
William
Maurice**

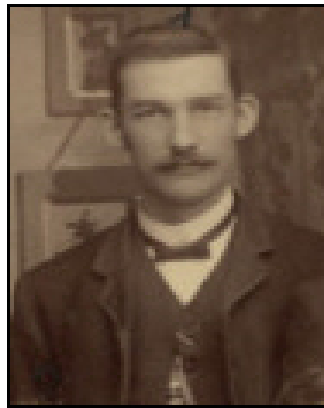
1868-1922

IAA

Special Instructions 1907

to

no more



William was born in Minnesota, the son of a Canadian farmer. The family moved to Dakota Territory by 1880, and William attended school at the University of Dakota in Vermillion until at least 1889. He married a college sweetheart, Florence Smith in 1893, and by 1896, he was the principal teacher at an Indian School in Lawrence, Kansas. He was Assistant Principal in 1899 and Superintendent in 1904.

In that year he was appointed as school superintendent at the Indian School at Fort Lewis, Breen, Colorado, just South of Durango. William was appointed to be Special Allotting Agent for the Makah Reservation at Neah Bay in Washington on April 16, 1907, allotting 10 acres to each Indian on the Reservation, finishing in 1908. Joseph G. Dent worked with him. He then went to Houck, AZ from 1908-1910 to do the same thing on the Navaho Reservation, except that the allotments were 80 acres each. He was an allotting agent in Durango, Colorado in 1910.

In 1911 William was in charge of Indian Schools in District 1 which was all of North Central United States. He was temporarily the Indian Agent for the Osage Tribe in 1912 in Oklahoma. He continued with the Indian Service until 1920 when he was superintendent of the Ft. Apache Indian Reservation, and there resigned due to "anti-Indian" policies in place. He was hired as the Colorado Manager of Doherty farming and irrigation interests after that. He died of a heart attack in 1922 while inspecting the Nile Ranch near Wiggins, Colorado. Florence continued in Colorado until she died in Denver in 1960.

Phillips, David David Phillips, Sr. (hereafter referred to as David), 2
1802-1872 sons, and 2 daughters crossed the Oregon Trail in 1852. His
Dem wife had died. David filed a claim on Tyrell Prairie, half
USDS way between Olympia and Nisqually, but sold his interest to
Contract 2 (with 1855 others before he proved up. His son, David L. Phillips
William Strickler) (hereafter referred to as D. L.), taught school in Thurston
(4/29/1855) County in the summer of 1854. David Phillips was named
to a "Democrat candidate for Representative" in the Thurston
Contract 15 (with 1855 Democratic meeting in 1855. David was awarded two
William Strickler) Joint Contracts with William Strickler, a surveyor and
(8/7/1855) Territorial Senator from Seattle, in 1855. They both signed
the final oaths and appear to have shared the work. David's
portion was surveyed by his son, David Lucas Phillips, as
compassman.

The first Contract was for 5 townships from Yelm to Steilacoom. D. L. was listed as a compassman on T17N R2E, and Alonzo Poe examined the work. The second Contract was for 3 townships from downtown Seattle North to future Ballard, and extending East across Lake Sammamish. Both signed the final oaths in the fall of 1855, and D. L. was compassman for T25N R3,4E. David notarized the oaths as a Seattle Probate Judge. Five townships near Kalama were not surveyed, probably due to Indian hostilities.

David was a member of the Territorial House in 1856-57 from King County, and D. L. was a member in 1860 from Thurston County. D. L. was appointed Territorial Treasurer from 1858-59, and again 1862-63. David moved to San Francisco by 1867, and died there in 1872 after a successful career as a merchant, banker and real estate developer in Seattle, much of the time in partnership with Dexter Horton.

**Phillips, David
Lucas**

1834-1883

Dem

Comp

Contract 2 (as
Compassman for
David Phillips and
William Strickler)
to

1855

Contract 15 (as
Compassman for
David Phillips and
William Strickler)

1855

(8/7/1855)

David Phillips, Sr. (hereafter referred to as David), 2 sons, and 2 daughters crossed the Oregon Trail in 1852. His wife had died. David filed a claim on Tyrell Prairie, half way between Olympia and Nisqually, but sold his interest to others before he proved up. His son, David L. Phillips (hereafter referred to as D. L.), taught school in Thurston County in the summer of 1854. David Phillips was named a "Democrat candidate for Representative" in the Thurston Democratic meeting in 1855. David was awarded two Joint Contracts with William Strickler, a surveyor and Territorial Senator from Seattle, in 1855. They both signed the final oaths and appear to have shared the work. David's portion was surveyed by his son, David Lucas Phillips, as compassman.

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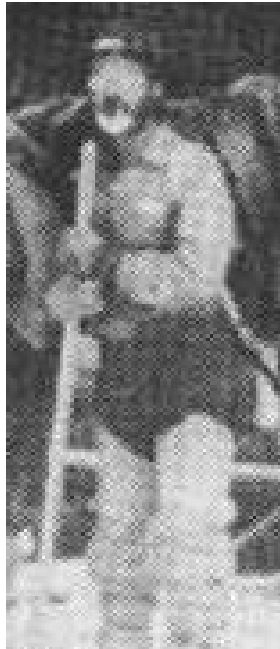
**Phoenix,
Charles
Edward**

1871-1945

USDMS

Mineral Surveys 1906

to
no more by 1910



WA PLS 1405. Member AIME. Charles was born in Wisconsin and graduated from the University of Wisconsin in 1900, probably in mining engineering. In 1900, he was a "Special Law Student" there, and was listed as a law student in the census. He was in Bellingham by 1904 when he showed up in the directory, and purchased a town lot. He worked as a chainman for A. R. Campbell in 1905 in a survey on the Lummi Indian Reservation, and was hired to do a Mineral Survey for E. D. Warbass in 1906 on San Juan Island. The directories have him continuing in Bellingham, but in 1909 when he married, he lived in Tacoma as an engineer.

His new wife was Olla Johnson, a dressmaker, and she had been married before. They continued living in Bellingham until they both died there many years later. Charles surveyed the currently nonexistent Town of Columbia River, a plat of several hundred lots on the East bank of the Columbia River, just downstream of Rock Island Rapids. He said he lived in Tacoma, and his client was North Coast Land Company.

He became involved with some investors and speculators in 1908 that were promoting the development of silver mines way up the Skagit River and Thunder Creek. The main promoter was Dr. Willis E Everette, a geologist in Tacoma. They incorporated the Thunder Creek Transportation & Smelting Co., with a capital stock of \$3,000,000, with the purpose of constructing a railroad to the foot of Boston Glacier. This would be some 50+ miles above Concrete, WA in very steep and difficult terrain. Charles was named a trustee of this new corporation. About the same time, the same group filed for the Skagit, Cascade and Chelan Railway Co. for \$5,000,000 to construct a railroad up the Skagit and across the Cascades, with Charles again as a director.

There were 125+ surveyors working on the railroad in 1909. Work progressed on the mining claims, about 40 in all on Thunder Creek, with the construction of a mill site with a hydraulic compressor, a long 4" air line and several hundred feet of tunnel. Charles surveyed all of the Claims in 1912, and they were eventually patented. Work stopped after the tunnel failed to reach the vein, and the money dried up. The assays mentioned in the mining journals showed an extremely high value of silver per ton, but the logistics of getting the ore to a smelter were just too great.

The author was asked in 1976 to assist in the recovery and evaluation of the 32 Willis Everette Claims. They had been owned eventually by the University of Washington, who found them too volatile to own when they were in a National Park, and sold them to investors in Portland. They were then in the North Cascades National Park and were treated as inholder property. The Park Service ruled that the only access allowed was what existed when they were patented, i. e. burros. Our team consisted of myself and several of my surveyors, a geologist, and a helicopter. We found the U. S. Mineral Monument, and most of the accessories. and from that calculated coordinates for the rest of the claims.

The helicopter would drop us off in the vicinity of a claim corner, and we would search. We actually found very few, although the mill site corners were found. Our survey helped the geologist to access and find the adits for ore samples. In 1976, the most important discovery adits were under Boston Glacier. Our surveyors rappelled down the cliff above the glacier to give search positions for the adits, but found that the glacier had grown in height. Coal was dropped by helicopter the next summer to try to melt the glacier down to the level of the adits without success. I have a photo of my theodolite cranked in to a 45 degree vertical angle for a 7000 foot shot.

The next summer, we sent two of our engineers 12 miles down Thunder Creek to assess the feasibility of a road to the North Cascades Highway. The Park Service had kept constant surveillance on us while we were in the Park. We were camped on one of the Mill Sites, and constructed a helipad for our purposes. We had to cross Thunder Creek every day, and to do so we stretched a rope across. In crossing, we held the rope tightly, for 12" boulders were rolling down the current striking our legs in waist deep water. Ever since that survey, the author has had the utmost respect for the early mineral surveyors, who surveyed in almost impossible geography. We found drill holes in prominent rocks, obviously used for triangulation, because none of the lines could be chained.

The case ended up in Federal Court in Tacoma, with my clients being awarded less than they paid by a jury in tennis shoes. As part of the process, the author had filed a Forest Practice Permit to log 600 acres and to build a road to the claims, which caused quite a stir in Olympia. Charles worked as a deputy county engineer from 1913-1916, and is absent from the records until 1928. His wife was living in Everett with her mother in 1920. Charles received a patent for a surveyor's compass in 1922. From 1928-1945 he was a mining or civil engineer in Bellingham. During at least the later part of his life he was a practicing Christian Scientist. He died in 1945 and Olla died in 1946.

**Pidgeon,
Charles
Marshall**

1862-1954

Rep

SES

Special Instructions 1907

to

no more

Charles was born in Virginia, the son of a farmer, and raised in a Quaker family. He attended but did not graduate from the Quaker School, Swarthmore College, Class of 1886. He married Katie Duvall in 1889 and was decertified by the Church, because she was outside of the Church. Later in 1898 she joined the Church, and he was recertified. They lived in Fairfax County, just outside Alexandria until 1903. Charles became a surveyor, and the first records of him are as a copyist in the General Land Office in 1904 in Washington, D. C., at which time he was promoted to a Special Examiner of Surveys.

He was in Utah in 1905-06, surveying Indian townsites; in Idaho 1906-07 examining surveys; in Washington in 1907-08 for examinations of 4 surveys, including one by Hiram Marble on the Naches River; and in Colville in 1908 to examine settler claims to approve them. Hiram Marble had to resurvey 35 miles of line as a result of his examination. Charles was sent to Dayton, MT in 1907 and surveyed the townsite; made the survey of islands Southwest of Pensacola, FL in 1908 as a U. S. Deputy Surveyor; and surveyed out of the Wyoming Office with his oldest son in 1911.

Charles performed an examination of the South Boundary of Alabama for a Congressional Request in 1911; spent the summer of 1911 surveying islands in Minnesota; worked out of the Wyoming Office of the General Land Office in 1911; appointed as a disbursing agent for the U. S. Government in 1912; surveyed in Florida in 1913 and 1915 as a U. S. Surveyor; surveyed townships in Arizona in 1913 and again in 1916-17; and surveyed townships in Nevada in 1917, again all as a U. S. Surveyor.

Charles patented a solar attachment for a transit in 1910 and patented a parallel ruler in 1918. From 1889, when he married, until 1954 when he died, it appears that he worked out of the Virginia/Washington, D. C. area and travelled to his surveys. Charles retired in 1916 to form Alpha Instrument Co., a precision instrument manufacturing and repair service in Washington, D. C., which he ran until 1953. Still with the Quaker Church, he was active in the temperance movement in the 1930's and 40's. Katie died in 1946 in D. C. He was living in Wadesville, VA when he died in Winchester, VA in 1954 at age 91.

Pike, Harvey L.

1843-1897

Rep

USDS

Contract 459

to

no more

1895

Harvey was born in New York and came across the Oregon Trail in 1853, his father having done the same the year before. They settled in Corvallis, and transferred to Seattle in 1858, where his father worked as a "joiner" and Harvey as an apprentice painter. His father was the architect and contractor for the new U. of W. building in Seattle, and Harvey was the painter. Harvey is best known for starting to dig the Lake Washington Canal at Montlake by hand with a shovel in 1860 on his claim. After returning from Oregon, he platted Pike's Union City adjacent to it in 1869 with a 200 foot reserve for the canal.

Harvey engaged in these activities: planting oysters in Elliott Bay in 1864; married Mary Caruthers, a Canadian, about 1867; was living in Oregon where his father had gone by 1868 and returned in 1869; sold his interest to the canal in 1871 and was living in Seattle; mined at Monte Cristo in 1874; and was a sign painter in Seattle in 1876. Harvey moved to Ilwaco by 1877 where he was a painting contractor. He was a founder and one of the first directors of the Ilwaco School District in 1879. His wife was running the restaurant they owned in Ilwaco in 1880-81, and she divorced him there in 1882, and soon remarried. With others, he incorporated an electric light company in Pacific County in 1882. He listed himself as a surveyor in 1887 at the time that he was surveying the final location of the Ilwaco RR.

Harvey was the Pacific County Surveyor from 1888-1890, while also surveying plats, and remarried in Oysterville in 1891 to Mrs. Hannah Mitchell. The GLO survey he performed in 1895 was only a small portion of Point Roberts, where Harvey, his son, brother and father were all living. His son, Leonard, was a chainman. His father was the namesake of Pike Street in Seattle, and therefore of Pike Street Market. Harvey had a active mind. During his lifetime he held patents for: a mechanical hay baling press, a hydraulic dredger, and an improved davit for lowering boats at sea. Harvey died in Seattle in 1897 of heart failure at age 54.

<p>Plachy, Wencel Henry 1856-1939 USDS Contract 293 (Part of the Benson Syndicate) to Contract 306 (Part of the Benson Syndicate)</p>	<p>1883 1884</p>	<p>Wencel was born in 1856 in Watertown, Wisconsin, less than two years after his farmer-family had immigrated from Bohemia. They were still in Watertown in 1870. He graduated from Northwestern University. In 1882 he held a Joint Contract in New Mexico with future WA U. S. Deputy Surveyor, George Schwartz, for several townships, which were approved in the fall of 1882. Contract 293 was awarded to Wencel in June of 1883 for 14 townships South of Chewelah, WA. He had affiliated himself with the Benson Syndicate, and his bonds were from the Benson sources per Steve Johnson. It was Wencel's signature on the field notes and certificates. Contract 293 was determined to be Syndicate work, complete with printed notes, and the land was withdrawn from settlement.</p>
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Appeals to the politicians from settlers and Benson attorney, Harry Clarke, made the GLO reinstate the townships for settlement and pay Plachy, and the fraudulent surveys stand today as the official notes, even though most corners were missing and distortion of 1000-2000 feet exists. The 1885 Report of the Commissioner refers to the "Colorado Ring" in Washington, namely Harry Clarke, George Gardiner, Wencel Plachy, and John Ashley, where it was claimed that they had notes for surveys not yet contracted. DNR performed a survey of T29N R39E in 1993, which found little evidence, showed significant distortion, and relied on local history and fence corners for corner locations. Lacking a real survey, settlers had to hire their own surveyors to stub in approximate locations for their claims, and those positions may be perpetuated by the fence corners of today.

He received Contract 306 for 10 townships East of Inchelium in 1884, and testimony of settlers indicated that it was surveyed in 1883, a year before the Contract was awarded, by Benson Surveyors, Harry Clarke and Charles Gardiner. As of 1886, the notes and plats had not been filed, and Commissioner Sparks wrote that it was too late, even if he did file. Special Examiner Henry Martin wrote in 1886 that all of this work was partially surveyed by Charles W. Sawyer of the Benson Syndicate, using four separate crews, two of which were headed by Harry Clarke and George Gardiner. The survey of these townships was cancelled, and given to James Berry, Robert Whitham, and John Scurry over the next ten years.

Wencel was a land surveyor in Seattle in 1887, and an engineer for H. K. Owens from 1891-92. He married Ada Daugherty in 1892, and after she died in 1895 of kidney failure, Wencel created a large elaborate tombstone at Lakeview Cemetery in the shape of a piano. During his engagement with H. K. Owens, he lived in Ellensburg in the fall of 1892, on ditch construction. The winter of 1893 was spent as a transitman for Louis Ouellette in Olympia. He was in private practice for the rest of the 1890's, participated in the gold rush in 1898, and joined the staff of the City of Seattle by 1899.

In 1900 he was living with his in-laws at 1722 E. Cherry in Seattle. His mother-in-law died in 1909, his father-in-law died in 1913, and by 1910, Wencel owned the house at 1722 E. Cherry, and was living there alone. He married Pearl Kuehnert, a widow, in 1914, and they lived in that house until at least 1953. Pearl had several children, and they had one son together. Wencel continued as an engineer for the City until at least 1933, surveying parks, sewers and pipelines for the Cedar River Project. After 34 years with the City in 1922, he refused to take a civil service exam, but continued in their employ for 10 more years. When he retired, he was refused a pension, and his appeal was rejected. He surveyed one subdivision plat in 1908 in King County. He died in Seattle and is buried with his first wife in Lake View Cemetery.

**Plummer,
Frederick
Gordon**

1864-1913

USS

Special Instructions 1897

to

no more



1892

Member Geological Society, SAF, and the Academy of Sciences. Fred was born in New York City. He worked briefly as a levelman in Louisiana in 1883 and on a city survey in Tacoma, WA in 1884, before resuming his education in New York and Boston. He returned to the Northwest to be assistant curator of the Agassiz Museum in Olympia, and then as an instructor in chemistry, physics and astronomy at Washington College in Tacoma.

Fred worked as: chief engineer for the State University Land and Building Commission, the Tacoma Waterworks Commission, Puget Sound University, and special engineer for Pierce County. In 1887, he mapped the south slope of Mt. Rainier, and completed 22 subdivision plats from 1887-1895 in the South Puget Sound area. Fred was hired to survey Steilacoom Harbor in 1891. He did a special survey for the Surveyor General in 1897 to map three mining claims North of Loon Lake to enable government lots to be created. Northern Pacific hired him to compile timber statistics and prepare maps and irrigation plans. From 1898-1903 he was a special field assistant of the Geological Survey, examining the new National Forests. He mapped all of Mt. Rainier during this time.

He passed the exam for irrigation engineer and hydrographer in 1903 and was appointed an engineer for the Geological Survey. He created an astronomical invention called the "Masseroth" in 1905, and was sued by the investors. In 1905 he became an engineer for the USFS. Fred was a voluminous writer on geology, geography and forestry. He wrote the first descriptions of conditions on the New National Forests in Washington, Oregon, Arizona, New Mexico and California. Fred was on the top floor of a hotel in San Francisco at the time of the 1906 earthquake, and sprang to his feet to begin writing a technical description of the phenomena. He received a world record in 1907 for continuous driving by driving a one cylinder Cadillac for over 1000 miles in Tacoma.

From very early on in Tacoma, Fred was involved with the Narada Chapter of the Theosophical Society, a generic religious and philosophical organization. The founder of the organization created the word "Aryan" and used the swastika in the logo of the organization. One of his books was on the subject, "The Next Change in the Earth's Axis," which he writes of lost continents. The Theosophical Society purchased 330 acres at Point Loma, CA, now within San Diego, and created an elaborate campus there, known locally as Lomaland. They built academies and residences, and many families moved there. Fred and his family moved to Lomaland between 1900 and 1905. He was not listed with them in the 1910 census, and may have been working in Washington, D. C.

A lawsuit between the national organization and The Narada Chapter made it to the Washington Supreme Court, with Fred as principal defendant. Fred had named Narada Falls at Mt. Rainier for this organization. His family in San Diego continued in the Society and in Point Loma until modern times. Fred died suddenly of heart problems in Washington, D. C. at age 49, at home alone on Friday night, and was not discovered until the following Monday. He is the namesake of Plummer Peak just South of Mount Rainier.

Poe, Alonzo**Marion***1826-1866*

Dem

EX

Special Instructions 1855

(6/18/1855)

to

no more



Born in Missouri, Alonzo came to Oregon in 1845 and then to Olympia in the fall of 1846, where he filed a Claim on Chambers Prairie, just Southeast of Olympia. He was elected Sheriff of what was then Lewis County in 1847 and Court Clerk in 1851. In 1851 Alonzo was a Delegate and Secretary to the Territorial Convention in Monticello. He was elected Thurston County Clerk in 1852, but by 1853, he had moved to Whatcom and secured a Claim just South of Bellingham, for which Poe's Point was named (Now Post Point).

In 1854 Alonzo was appointed a Commissioner of newly created Whatcom County. The first Washington Surveyor General, James Tilton, named him a U. S. Deputy Surveyor and Examiner of Surveys in 1855 to inspect Contracts 2, 9 and 10, being performed by David Byles, David Phillips, William Strickler, and Matthew and David Murphy. From 1854-1856 he served in the Territorial Council from Whatcom. He made a "Paul Revere Ride" to Olympia after the Indians attacked in October of 1855, having escaped containment. Poe enlisted as a 2nd Lieutenant in the Indian War. Being by profession a civil engineer, in 1858 he surveyed the City of Whatcom and briefly formed a partnership with E. C. Gillette and George Gift in Whatcom as surveyors and civil engineers.

Also in 1858, he was commissioned to survey a road to the Fraser River, and was elected a Commissioner of Whatcom County and Whatcom County Surveyor. By 1860 Alonzo had moved to Olympia where he was listed as an artist, and in 1861 founded the Democrat newspaper, the Overland Press, which he ran for a year or two, securing the state printing contract. When the Republicans took over in 1861, there was a battle for the contract. Also, a very critical editorial about Anson Henry was mistakenly attributed to Poe, and Henry confronted him in the general store and hit him with his cane several times, brandishing a bowie knife. Poe charged Henry with assault, and Henry was indicted.

By 1860 he had contracted TB, and moved to Shasta, California by midsummer of 1862, where he farmed and practiced engineering. Alonzo married Emma M. Hartshorn in 1863 in Napa, California, and they had a daughter in 1864 and another child in 1865 that died as a baby. The daughter, Emma, also died in 1865, and Alonzo died of TB in 1866 in Napa City. His brother Americus was living in Ukiah during this time. (biography)

**Pomeroy,
Halsey Beecher**

1864-1897

USDS

Contract 468 (with 1895
Alexander
Reynolds)

to
no more

Halsey was born in New York, the son of a prosperous farmer, and attended Rensselaer Polytechnic Institute, where he received the top student honor of "Grand Marshal" as a Senior in 1887, graduating as a civil Engineer. This was a position to honor the student most respected and admired by his classmates. Virgil Bogue, of NPRR fame had held that honor in 1868. Halsey worked for the Emery Real Estate Loan Co. in Tacoma and Seattle in 1890-91. He was a "broker" in Seattle in 1892. The real estate boom ended in 1893, and he was probably seeking other employment.

Halsey received Contract 468, a Joint Contract with Alexander M. Reynolds, in April of 1895. Reynolds had a less than stellar record with the General Land Office, having 3 previous Contracts. The first had a 1/4 corner 5 chains off line, and the examiner said he used a compassman illegally. The other two were suspended and never corrected. This one was for 8 townships: 3 North of Republic, from Wauconda to Chesaw; one at Toroda; and 3 from Lake Curlew to the border. All of the final oaths were signed by Halsey, but all of the crewman oaths, both preliminary and final, were notarized by Reynolds. There were enough crewmen listed to have two crews.

The surveys were turned in by the end of 1896, and they were all rejected within two months, without a field exam noted in the Surveyor General's Journal. Halsey asked for the notes back, and said he would correct the survey. Reynolds was apparently M. I. A., and in the meantime, Halsey contracted typhoid and died in Seattle on June 18, 1897. The sureties asked to be able to appoint Christian Andersen as compassman to correct the surveys, and he was appointed in September. He filed his returns by the end of the year, was examined by A. W. Morris with minor corrections, and the work was approved by the end of 1898. Andersen resurveyed 10 miles of line in T37-40N R30E, 10 miles of line in T40N R32E, and 66 miles of line in T37-39N R33E. (151 miles were actually retraced.)

Andersen retraced 10 miles of line in T37N R30E, but only reset 4 corners, all within 40 links of the existing position. The rest he found almost perfect. After retracing 12 miles in T38N R30E, he reset 8 corners, all of which were within 50 links of the existing. Three miles in T39N R30E showed all corners were within 4 links. Six miles of retracement in T40N R30E showed no changes. Fifteen miles in T40N R32E changed 14 corners, all but two within 40 links, and the worst 98 links. thirty one miles were retraced in T37N R33E, with 17 corners reset, all within 55 links, except for the North line of the township which was within 30 links per mile of chaining.

The resurvey of T38N R33E retraced 48 miles with 34 of those corrected. Most corrections were within 30 links with a few outliers, up to 116 links. Somehow all of Section 10 was 3 chains East of the projected location. Pomeroy and Reynolds knew of this, because they corrected all of the 1/4 corners surrounding the section, even though the notes did not disclose the 3 chains. Andersen retraced 26 miles in T39N R33E, with 10 miles being corrected. All were within 50 links with a couple of outliers up to 150 links. In summary, the work of Pomeroy and Reynolds was very well done, with the exception of Section 10.

There may be records at NARA to embellish all of this. Andersen received \$1560 for his part, and Pomeroy and Reynolds received \$5200. Reynolds may have been sick during this process, because he died of probable TB in Stockton, California in 1902. His heart was not in surveying, but he was an excellent writer for the Overland Monthly in 1897, writing in the Occult Detective genre.

<p>Pope, Thomas Albert 1857-1905 SES Special Instructions 1893 to no more</p>	<p>B. C. PLS 66 in 1901. Thomas was born on Prince Edward Island, Canada, the son of a judge and politician. He was a civil servant living in Ottawa in 1879 when he married Alice Mullen. His father died six months later, leaving the family in poor circumstances. They were not without political influence, for Thomas' uncle was the Premier of Prince Edward Island, and his brother, Sir Joseph, was forever in Tory politics, resulting in his Knighthood.</p>
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The 1881 census showed Thomas by himself in Winnipeg as a civil engineer, and he was in Victoria by 1884. At least for part of the time while working for the Dominion, he lived in Nanaimo. He resided in Victoria as a civil engineer from 1895 until he died there in 1905. Thomas must have married again, to Jane McGraw, about 1890, for they were living together with two children in the 1901 census.

Their first daughter was born in Clallam County, Washington in 1891, where Thomas was hired at Lake Crescent to do an examination of Contract 353 of James Tilton Sheets in May of 1893. Sheets had apparently nearly finished the survey, when he died of TB in Friday Harbor in 1892. The sureties hired Albert Blackwood as a compassman, and also hired Henry Owens to finish the notes. Thomas only had a \$100 budget, and said that he did not examine more line because the brushing had regrown after two years. He gave a good report, the settlers were happy, and the Contract was approved very shortly.

He had two sessions of mischievous drunkenness in 1894, having to appear in court, with the newspaper sounding like it was not new. From 1888 to at least 1902, he was copying RR records for the Lands and Works Dept. as Assistant Dominion Land Surveyor. He was a civil engineer, living in the Occidental Hotel in Victoria in 1903-04. He married again to Mary Ellis, a 29-year old spinster, in Victoria in 1904, a year before he died of a stroke at age 48, similar to the death of his father.

**Porak, Henry
George**

1883-1962

Rep

USDS

Contract 637 (with 1906
Edward Sharp)

to

no more



WA PLS 123. Henry was born in Sprague, Lincoln County, WA, the son of an Austrian immigrant brewer, and graduated in civil engineering from WSU in 1906. He was County Surveyor of Franklin County in 1907 at the time he received Joint Contract 637 with Edward Sharp. This was for 11 townships from Bridgeport to Malott, East to Omak Lake, all within the Colville Reservation.

They surveyed all 11 townships together in 1907, with Henry as Compassman and Ed Sharp as Head Chainman, with both signing the oaths. He was also a chainman for George Sawyer on a small survey in 1907. Henry finished his survey of Contract 637 in September, and in November, he helped his successor as County Surveyor of Franklin County, George Sawyer, to survey two islands for the Surveyor General in the Snake River. By July 1908, he was an assistant engineer for the City of Cheyenne, Wyoming, where he worked on an expansion of the water system, resulting in a technical paper published at WSU. While in Wyoming, he teamed with Charles C. Carlisle to secure the rights to construct canals on Spread Creek and Buffalo Creek to irrigate 6000 acres and 30,000 acres respectively.

Henry returned to Washington in 1912 and took a job with the State Highway Department, supervising the construction of a steel bridge at Woodland. It was during this assignment that he met Eileen Clancy, and they were married in 1914. He was chief draftsman in Olympia from 1913-15, and in 1915, was an Assistant State Highway Engineer. That continued until he accepted a job with Vanadium Corporation of America, in charge of construction at their mine in Peru, starting in December of 1918. Henry renewed his passport, and was back in Olympia in 1921, where he and two others incorporated a sawmill at Port Angeles. By 1923 he was back at the Highway Department.

He spent most of the rest of his career with the Washington State Highway Department, rising to Assistant State Highway Commissioner for the Department, continuing until 1945. From 1927-1933, and again for sometime before 1945, he was State Construction Engineer. When Clarence Shain took over the Department in 1945 he purged the staff, and Henry was one of the casualties, losing his job after 33 years. By 1946, he was assistant city engineer of Tacoma, and was appointed City Engineer of Olympia in 1947. He published a map of Thurston County in 1950. He resigned as City Engineer in 1951 and returned to State Highways. Henry and his family lived in a waterfront home on East Bay Drive in Olympia. His height was 5'8", and he died in Olympia in 1962.

**Porter, Nathan
Smith**

1834-1920

Dr/Clerk

Clerk 1900

to

Clerk 1915



Born in Ithaca, New York, Nathan soon moved with his family to Ohio, where he was educated through Republic Academy until age 19. That year he went across the Oregon Trail to Placerville, California, where he pursued mining. He moved to San Francisco where he was into photography, and then taught school from 1859-61. Nathan was in Olympia by 1867, was appointed Chief Clerk of the Legislature in 1871, and in the same year was elected by the Legislature as Territorial Auditor for two years.

He had been studying law under Elisha Perry, and passed the bar, continuing to practice that profession until his death. He was Grand Master of the Washington State Masons, and then was their Treasurer of over 25 years after that. His wife Mary Frances McCullough Porter died in 1900, he remarried in 1901, and Nathan took a job as Clerk in the Surveyor General's Office of Edward Kingsbury from at least 1900-1909. He was a Clerk again/still in 1915 for Edward Fitzhenry at age 81. Nathan died in Olympia.

Pratt, George

Hazen

1858-1941

USDS

Contract 469 (with 1895

Arthur Dimock and

Christopher

to

no more

George was born in Vermont, the son of a farmer. He was educated for up to two years of college in Vermont, after which he was a draftsman in 1888, a civil engineer in 1890, and later a civil engineer in Seattle in 1890 for Richard Nevins. He married Emma Clarke in Seattle in 1891, and had three children by 1895, with the oldest dying as an infant. He received a Joint Contract in April, 1895 with Arthur Dimock and Christopher Nasten, established Seattle engineers, for 12 townships from Tonasket North to the Canadian Border, and East of the Okanogan River for 18 miles.

All three signed the oaths, and they listed the same 11 crewmen on each township, which was plenty of manpower to staff at least two crews. Arthur Dimock notarized the field crew preliminary oaths, and all three Deputies probably were in the field. An examination by Waller Staples showed that no corrections were necessary. The surveys of these townships were necessitated by the opening up of the North half of the Colville Reservation to settlement.

George worked on a USGS spirit leveling crew in 1897 near Seattle, and reported on a C&GS survey in Alaska in 1898 as if he was in charge, noting that he had found 2500 more acres on the Kusivlak Channel. By 1900 he lived in Joliet, Illinois, his wife's home state, as a civil engineer, and in 1920 he was managing a paint mill in Chicago. George and Emma were retired in Kirkland, WA in 1929, and lived there until they died. His older brother, John, was an officer in the USC&GS, out of Seattle.

Preston, John**Bower***1817-1865*

Whig

S G

Oregon Surveyor 1851

General

to

no more

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Born and raised in New York, John studied bookkeeping, mathematics and surveying before moving with his family to Illinois. He married Lucy Hyde in 1838 and inherited her siblings as part of his family. He worked as an engineer for the Illinois-Michigan Canal in Lockport from 1839-1843 and 1845-48. In 1845 he was back in New York, where he surveyed a subdivision in Albany.

When the Canal was finished, he went into business at St. Louis until December, 1850 when he received his appointment as the first Surveyor General of Oregon. He brought his wife Lucy, his daughter, Lucy's brother, George Hyde, and Lucy's sister, Julia Hyde, with him to Oregon, arriving in May, 1851. They travelled via Panama before the railroad, and were packed by mules over the isthmus. Samuel Thurston, Oregon's U. S. Congressman, was on the trip North from Panama, and died before reaching Acapulco. Just before arriving at Oregon City, their small boat went aground on a bar on the Willamette, causing the women and children to overnight on the river. All had to walk the last portion of the journey.

He was a Whig appointee in a Democrat Territory, and was scorched relentlessly by the press while he occupied the office. Soon after arriving in Oregon City, he was allowed to practice law in the local court. His brother, Josiah, arrived a year later, after graduating from college, and received Contracts. John was Surveyor General for two years before being politically removed in April, 1853. His replacement, Charles Gardner, did not arrive until August, 1854, and John occupied the office until then. John stayed in Oregon until February, consulting and protecting his family. George was by then a U. S. Deputy Surveyor, and Julia had married Joseph Trutch, another Deputy Surveyor. John formed a partnership with John and Daniel O'Neill in the wholesale grocery business in Oregon City from at least May, 1854 until February, 1855 when he left Oregon.

John returned to Lockport, Illinois, where he first published a map of Oregon that he had been compiling. He then became principal engineer for the Illinois Canal, owned a founding interest in a flour mill in Joliet, was a Secretary for the Chicago and Joliet RR, and was a Commissioner of the Illinois State Penitentiary. Joseph Trutch followed him to Lockport and worked on the canal as assistant engineer. John was elected President of the Lockport Board of Trustees by 1860. He finished his canal work, and moved to St. Louis as a commercial broker in 1864. He was visiting his parents in Lockport, and drowned at age 48 at night in the Illinois-Michigan Canal on April 13, 1865, the night Lincoln was assassinated.

**Preston, Josiah
Walker**

1832-1886

Whig

USDS

Contract 33 1853

(Oregon Terr.)

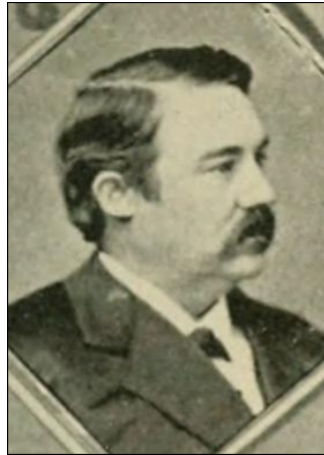
(with George

Hyde) (April

1853)

to

no more



Born in New York, Josiah moved to Illinois with his family in 1838. He was a student at Shurtleff College in 1850, graduated from there in 1852, and travelled to Oregon to work for his brother, John Preston, later that year. After getting some experience as a compassman for Robert Elder in the winter of 1853, he received a Joint Contract with George Hyde in April, 1853 to extend the Willamette Meridian North from the South end of Puget Sound.

They were to extend it for 11 miles, survey 36 miles of Standard Parallels, and survey 12 adjacent townships around Olympia. They brought along Timothy Davenport, a medical doctor converted to surveyor, to be Compassman for the Willamette Meridian and the Standard Parallels. This may have been to help triangulate across the several lengthy crossings of the Sound. Davenport would go on to have several Contracts of his own in Oregon. Included in the 12 townships were surveys of Anderson, McNeil, Hartstene, and Squaxin Islands, along with the townships around the cities of Olympia and Tumwater. They both were present and shared the work somewhat equally.

Josiah received another Joint Contract near Corvallis with Harvey Gordon in 1854. It was for the exteriors and subdivisions of 6 townships in the Willamette Valley, and they shared the work. John Trutch was the Compassman for Josiah and Lewis Van Vleet was a chainman for a portion of the exteriors. By 1855 Josiah was back in Alton, Illinois, where he married in December, 1855 to Emma Clawson.

By 1862 he was a prosperous merchant in Chicago, and in 1865 represented the company John Preston was working for in St. Louis. He was President of the Board of Trade in Chicago in 1872 after the Chicago Fire and again in 1875. Two of his brokerages went bankrupt in 1881 when some of his investors in Cincinnati failed to make their calls on margins. He continued as a commercial broker in Chicago until he died of a stroke at age 54. Emma later moved to California. (biography)

**Pulsifer,
Clinton Forrest**

1863-1934

Comp

USDS

341 (as

Compassman for

Gilbert M. Ward)

to

Contract 361

1890

1891

Clinton was born and raised in Michigan, the son of a carpenter. His brother, Pearley, was in Napavine by 1882, where he filed a homestead. A relative, William Pulsifer, had preceded them circa 1860, and his father came to Lewis County in the early 1880's also, filing a homestead on the Chehalis River. Clinton was in Lewis County, WA by 1885 as a farmer and filed a homestead at Doty on Elk Creek. He had been an axeman for James T. Berry in 1885, before he worked for Gilbert Ward as a compassman on Contract 341 in 1890 on T13N R6W. It was examined by James DeWitt, who said it was terrible work, and may have been vandalized by the settlers. A timber company had built a cabin on each quarter section. He was also the compassman for T21N R9W on the same Contract.

A second exam by Windom Spearing said all was OK, but corrections in the field were done in 1894. Clinton received Contract 361 on his own in 1891 for four townships in Grays Harbor and Mason Counties, and struggled with all four townships, being examined by at least three different examiners. He failed all, made resurveys and corrections, and finally quit on T21N R10W. Township T21N R9W was surveyed at nearly the same time under Gilbert Ward, and Clinton used it to take off from. An examination showed it to be one and one half miles too far West, and it was completely resurveyed in 1894 by Ward, making Clinton's survey probably off that far. Ward's survey was surveyed the same time as T13N R6W, and Clinton was probably the compassman on T21N R9W also.

T23N R5W was surveyed sometime before September, 1891 by Clinton. He had inherited an East boundary of the township with gross errors by William Jameson in 1873, probably on purpose in favor of the timber companies. In addition, Jameson had projected a survey on the ground into T23N R5W on behalf of the settlers, using a Meander Corner on the North Shore of Lake Cushman that was 800 feet West of its correct position. The settlers had relied on that unofficial survey to make their improvements, including a hotel, several houses and many acres of clearing. Clinton retraced the East Boundary and set new corners, including the Meander Corner on the North Shore. He then surveyed the fractional township, using a magnetic variation of 25 degrees East, instead of the actual 23 degrees East.

Besides that, his chaining was not very good, and he didn't always close on other lines. The examination by James DeWitt revealed all of these flaws in October, 1891, and Clinton resurveyed his work in March, 1892. The settlers had been to see the Surveyor General, and the Special Instructions to Clinton were not the "by the book" way of fixing it. Regardless, he had to resurvey all of the work, but in doing so, the Surveyor General let many of the Section lines be 8 1/2 degrees off cardinal to the Northwest, thus keeping the improvements on the claims. Dewitt said Clinton had integrity, and thought he was doing the correct thing. Clinton submitted the notes in May and they were returned for corrections in September. The plat was returned for corrections in April of 1894, and it was returned shortly thereafter, and the township approved.

Clinton surveyed fractional township T11N R9W, North of Grays River, in August and September, 1891. He turned the notes in in February, 1892 and was examined by Windom Spearin in April, 1892. Windom said that Clinton used Columbus Brock as compassman and also one other compassman for portions of the work. They found errors that required him to return to the field in 1892 to resurvey 20 miles of his lines. Spearin claimed there was misalignment in the North line, and Clinton resurveyed it, resetting 5 corners in the middle. Subsequent surveys actually showed a 4 degree kink remained, and the line was 13 chains short. He made no other corrections, except in the descriptions of the accessories. The plat was returned for corrections, and accepted in 1894.

The survey of fractional T14N R9W, on the Willapa River, went about as well. Clinton was held up for Levi Vickrey to survey the North 2 miles of the East line, which was done in 1891. He probably went ahead after that, but may not have known Vickrey would show the line with a bearing of N 2 1/2 degrees East. It was examined by Emery Hermans in May, 1893 and rejected. He was given permission to correct it in June, and returned it in October. It was returned again for more corrections in November, 1894. Clinton was in the field in 1895, and turned it in again in June, 1895. It was approved in November, but his total payment was reduced from \$465 to \$189 because of resurveys and delay. He had legislation pending in Congress from 1898-1908 to give him relief for the difference, probably to no avail.

Clinton surveyed T21N R10W and turned the notes in in May, 1893. He had used the East boundary of the township as surveyed by Gilbert Ward that was determined to be 1 1/2 miles too far East. After an exam by Emery Hermans, they were returned to him in August, and he sent them back in September. Hermans reported that there was a Robert Dumey trying to extort money from the settlers on behalf of Pulsifer, but no connection could be proven. The work was rejected in April, 1894, and in June, the settlers petitioned to allow him to correct. The Surveyor General asked for approval of new Special Instructions to correct, but the Commissioner rejected them. Clinton at this time asked to be allowed a Compassman to finish the work.

The Surveyor General appointed George A. Schwartz to be paid the Contract amount for this township. Clinton got nothing. The survey by Schwartz shows a Sectional Correction Line applied for both the South and East boundaries, with the Quinault Reservation cutting the Northwest corner. Clinton was a State Timber Cruiser in 1896, a bee keeper in Dryad, WA in 1897, and was back in Michigan by 1898 when he married Mary Slaybaugh. He was still there in 1904, when he was selling 150 bee hives and colonies. He left shortly for Arizona where he mostly stayed until he died, doing farming, bee keeping, and carpentry. He was a millwright in Portland in 1923 and a carpenter in San Diego in 1925-26, but died in Prescott, Arizona.

**Purington,
Charles Irving
"Irving"**

1884-1919

USDMS

Mineral Survey 1910

to
no more



Member AIME. Born in Minnesota, Irving graduated from high school there in 1899. He moved to Spokane, WA or Shoshone County, ID by 1900, where he held the following positions: 1900-03 worked as a rodman and levelman for irrigation projects for Spokane Valley Land and Water Co.; 1904, levelman, Washington Water Power Co.; 1905-08 transitman, Arthur A. Booth, E. M. and U. S. Mine; and then for Federal Mining & Smelting Co. in Wallace, ID, when he surveyed his one Mining Claim in WA South of Deer Park.

Irving married Daisy Roberts in 1907, and they had three children. He worked in Wallace, Coeur d'Alene, and Kellogg, ID in private practice from 1908, until he acquired a job with the United Verde Copper Co. in Clarksdale, AZ in 1916. He and Daisy must have divorced, because Irving married Ethyl Perkins in Portland in June, 1917. She was originally from Shoshone, ID. Daisy would marry three more times before she died in Seattle in 1937. Irving died of pneumonia in the influenza epidemic in 1919 in Jerome, AZ at age 37.

**Ralston, John
Chester**

1864-1928

Rep

USDMS

Mineral Surveys 1897

to

Mineral Survey 1900



Member ASCE and AIME. John was born in Ontario, Canada and came to the U. S. with his family in 1879 after his father died. His mother remarried a U. S. citizen in 1881, making John a U. S. citizen at that time. He was educated as a mining and civil engineer and first worked in Missouri from 1882-86, and then in Washington D. C. until 1893. John worked for the UPRR in Montana and Chicago before he married Mary Kean Buckner of Kentucky in 1897 in Montana.

The newlyweds came to Washington by 1897 where John was a mining engineer. He started in Republic and surveyed 81 mining Claims and 3 subdivisions by 1900. He also worked in Spokane, Wallace, ID, Kellogg, ID and in Montana. John's mother lived with them from 1901-1916. He was Spokane City Engineer from 1907-1910 where he designed and supervised \$8 million in public works projects, including the design and engineering of 6 bridges. They were: Washington Street bridge (demolished 1974); Howard Street Bridge; Olive Street Bridge (Now called Trent Ave.); Mission Street Bridge; Monroe Street Bridge; and Latah Creek Bridge. His most famous was the design of the Monroe Street arched bridge over the Spokane River, at the time a record span of its type.

From 1910-1912, John was a principal engineer on the studies leading up to the Columbia Basin Project. After that he was a consulting civil and mining engineer in Spokane until his death there in 1928. He was named to a State Board that supervised the hygiene of women with STD's in 1919, and at the same time was on a short list considered for appointment to the Columbia Basin Commission. He was a Member of both ASCE and AIME, writing papers for both. (biography)

**Rands, Ernest
Paul**

1868-1940

Rep

USDS

Contract 639 (with 1906
Harold A. Rands)

to
no more



1898

Ernest was born in Iowa, the son of a farmer, and came to Oregon with his parents in 1877. His oldest brother, Edward M., owned newspapers, the Oregon City Enterprise and later the Vancouver Independent. He was very active in Republican politics in both states, and served in the Washington Legislature. The family first settled in Beaver and then moved to Oregon City in 1886. Ernest attended Pacific University at Forest Grove, OR.

Ernest was in the Clackamas County Surveyor's Office off and on as a deputy from 1890-1898. By 1895 Ernest did his first GLO survey, when he teamed with fellow Oregon City surveyor Hezekiah Johnson for Idaho Contract 174 for 4 townships Northeast of Moscow. They were examined by H. P. B. Hollyday. He received Joint Contract 641, again with Hezekiah Johnson, for 8 townships East of Albany, and they shared the work. Ernest received Oregon Contract 677 for 2 townships in Malheur

He continued in Idaho: Contract 191 for 7 townships Southeast of McCall in 1897; Contract 200 for 9 fractional townships Southeast of the Coeur d'Alene Reservation in 1899; Contract 209 for 3 townships Northeast of Moscow in 1900; and Contract 226 for 2 townships North of Lake Pend Oreille, which was examined by Oregon City resident, Tom Hurlburt. He teamed again with Hezekiah Johnson for 9 townships in Southeastern Oregon in 1900 in Contract 731, sharing the townships, and both signed the oaths on the state line. Future Deputy Surveyor Norman White was a chainman on Contract 765 for one township East of Albany in 1901.

Ernest was elected Clackamas County Surveyor from 1898-1902, and Oregon City Engineer from 1902-06. He continued in Idaho with 13 townships in Contract 231 in 1902, and 15 townships in Joint Contract 251 with his brother, Harold, in 1904 in the very Northern tip of Idaho. His only Washington Contract was Contract 639 with his brother, Harold, in 1906. They shared the work, and both signed the oaths. There were plenty of crewmen to have two crews, including 3 nephews. He surveyed seven Mining Claims East of Mollala in 1908. He was appointed a compassman in 1909 to perform Contract 775, that had been awarded to Geary Kimbrall, when Geary did not perform for reasons unknown. He surveyed it in 1911, and it was examined and approved. Contract 790 in Oregon in Douglas County in 1909 was surveyed in 1910 and included Norman White as moundman.

Ernest was elected Oregon City Councilman in 1906. His last Contract was Joint Contract 800 with Norman White in June of 1910. They did not do the work, and it was probably cancelled by the Commissioner, and ultimately given to Charles Collier the next year. He lived with his parents in Oregon City until 1903, when he built his house. He married Clara Fisher in 1906. With his brother, Harold, he ran a surveying and engineering business out of Oregon City, called Rands Bros., up until 1909. He was named Surveyor for the Blackfoot Indian Reservation in Montana in 1909 and a Special Examiner of Surveys in 1910, at least serving in Oregon from 1912-23.

When the direct system of government surveys came into effect in 1911, Ernest was appointed to head the Field Survey Division for Oregon and Washington for the GLO, with the title, Assistant Supervisor. Ernest continued in this role, into the Bureau of Land Management change, until at least 1938 when he received congressional approval to go beyond the mandatory retirement age. At some time before 1917, he was also given the charge of classification of the O & C timber lands. He died in Oregon City in 1940.

Rands, Harold

Alva

1871-1952

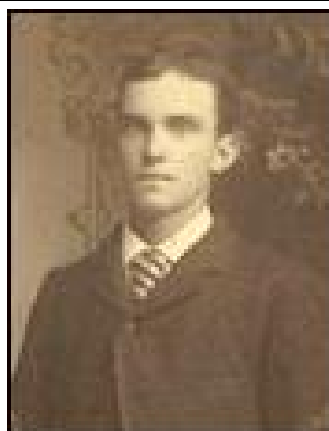
Rep

USDS

Contract 230, Idaho 1901
(12/26/1901)

to

Contract 639 (with 1906
Ernest P. Rands)



OR PE 525. Member ASCE. Harold was born in Iowa, the son of a farmer, and came to Oregon with his parents in 1877. His oldest brother, Edward M., owned newspapers, the Oregon City Enterprise and later the Vancouver Independent. He was very active in Republican politics in both states, and served in the Washington Legislature. The family first settled in Beaver and then moved to Oregon City in 1886.

Harold's first Contract was a Joint Contract in 1897 with Hezekiah Johnson, South of McCall, Idaho, and they shared the work on 5 townships, with both signing the notes. Harold entered Cornell University in 1897 and graduated in Physics in 1901, taking many civil engineering electives. He was in graduate school at the University of California at Berkeley in Chemistry in 1902.

With his brother, Ernest, he ran a surveying and engineering business out of Oregon City, called Rands Bros., up until 1909. While still in Cornell, he surveyed a Joint Contract for eight townships in Malheur County with 58 year old John David. They both signed all the oaths. He also surveyed 4 townships near Bonners Ferry, Idaho in the fall of 1900. Harold received Idaho Contract 221 for 3 townships along the North Boundary of the Coeur d'Alene Indian Reservation in January, 1901, specifically to solve a boundary dispute with the town of Harrison. He surveyed it in that summer, and it was approved in 1902.

Oregon City resident, and future engineering partner, Tom Hurlburt, was the Examiner. The next year he was awarded Idaho Contract 230 for 12 fractional townships South of the Reservation. Idaho awarded him Contract 236 in 1903 for 7 fractional townships North of Coeur d'Alene, a Joint Contract with his brother in 1904, Joint Contract 260 in 1905 with Herman Gradon, which appears to have been surveyed by Harold, and his last Idaho Contract, Contract 276 in July of 1906 South of Coeur d'Alene Lake. Harold's only Washington Contract, and his last GLO Contract was Joint Contract 639 with his brother Ernest on the Colville Reservation in November of 1906. They shared the work, and both signed all of the notes. There were plenty of crewmen for two crews, including three nephews.

The 12 townships took most of the seasons of 1907 and 1908. They were examined by Marion P. McCoy just before he was indicted and sentenced to McNeil Island Federal Penitentiary for fraud against the government. The Rand brothers were writing to the Surveyor General about how this might affect their examination, and when they would be paid. It appears that all of Harold's Contracts were obtained by competitive bid.

Ernest became head of surveying under the direct system for the General Land Office for Oregon and Washington in 1911, a position he held until at least 1938, and Harold partnered with F. F. White, an architect at Oregon City at that time. In 1906 Harold succeeded his brother as Oregon City Engineer for one term. In 1909 he copyrighted a map of the Coeur d'Alene Reservation with Hezekiah Johnson, probably for sale.

Harold lived with his parents until he married Florence Graham in 1911 in The Dalles, and soon moved to Estacada, where he designed and supervised the grouted cut-off wall of the Estacada Dam, a model to be followed across the nation. He was part of Hurlburt and Rands in Portland in 1914 and on the Oregon City School Board in 1915. In 1914-15 he surveyed and designed the 24 mile water line from the South Fork of the Clackamas River to Oregon City. He spent the winter of 1917 making tests and designing the foundations for the railroad bridge across the Tanana River in Alaska. He was an engineer for the State of Oregon in 1920, and for Portland Electric Power in 1925, where he was an engineer for the Clackamas and Oak Grove dams and powerhouses. In 1927 he was in Manifests, British Columbia working in mining.

He was with Crown-Willamette Paper Co. in 1928, and from 1929-1943, he was the senior hydraulics engineer for the Corps of Engineers in Portland, where he did basin studies of most of the Columbia Basin. He determined where the ultimate dams would be placed along the Columbia and Willamette Rivers. Harold was a senior engineer for the construction of the Bonneville Dam and Powerhouse. He also had been an engineer for electric railways from 1909-11, and obtained a patent on a threshing machine in 1899. He was in Nome, Alaska for some time in 1925 & 1926. There are 7 ft. of his records at the University of Oregon, including diaries. He died in Portland. (biography)

Rankin, John

Knox

1837-1913

Rep

IAA

Indian Allotting 1892

Agent

to

no more



John was born in Indiana, the son of a minister that died when he was three. He was raised by his mother, educated in Wabash College, and graduated from Iberia College, an anti-slavery school in Ohio, before coming to Lawrence, Kansas to join his brother in 1859. He came as a political helper to General James H. Lane, who was elected U. S. Senator in 1860.

John became Doorkeeper and then Enrolling Clerk to the Territorial Council and Journal Clerk to the first State Legislature. When the War started, he mustered in as a Second Lt. and did active fighting for two years until becoming an Aide-de-Camp for General Robert B. Mitchell. John was in Lawrence, KS in August 1863 when it was raided by Quantrill, killing 160 men and boys. He was only one of two that offered active resistance with his pistol. He went to Connecticut in 1865 to marry Laura Finney. In 1865 he was appointed Paymaster and Inspector General of the Kansas Militia by Governor Crawford, with the rank of Colonel.

He was: State Legislator 1866 and 1888, Postmaster of Lawrence 1867-71, Mayor 1874-76 and State Treasurer 1877. Laura died in 1875, and he remarried to Augusta Fischer in 1878. When the Sac and Fox Agency was moved to Oklahoma in 1869, John and R. S. Stevens bought 5000 acres of the best land. They platted Quenemo and sold the land in parcels. He was an officer and part owner of the Carbondale RR and the Pleasant Hill Line. He was Cashier and President of Lawrence Savings Bank. He was sued for improperly turning over to a railroad \$100,000 of bonds, held in escrow for Douglas County at his bank in 1873. The bank became insolvent in 1873. Under the name Rankin and Gibbs, he was authorized to trade with the Indians in Kansas and Oklahoma. They went bankrupt in 1879.

John served in the pension office in Washington, D. C., until he was named a Special Allotting and Dispersing Agent for the Office of Indian Affairs in 1889 in Oklahoma, and served for 19 years in Arizona, New Mexico, Washington, Oregon, Montana, and Nebraska. He was assigned to Washington in 1892. John Rankin, acting as Indian Allotting Agent, gave Special Instructions to Oliver B. Iverson while he was working on the Yakima Reservation in October, 1893, to survey two additional sections in his Contract. (Nunc pro tunc) After Grover Cleveland was elected in 1894, he studied law and was admitted to the Bar in Douglas County in 1896. When the Republicans returned to office in 1898, he returned to allotting.

His assignment to the Flathead Reservation in 1906 was anticipated to last a year, even though he was to use two ten-man survey crews for the work. He ran for County Attorney in Lehmi County, ID in 1910. He was back in Lawrence in 1910, where he owned an icehouse, and entered a heated argument with a disgruntled customer, which caused his death in 1913. (biography)

**Rase, Frederick
William**

1880-1939

Rep

Special Instructions

to 1911

no more



Born in Germany, Fred came to the U. S., and to New York, in 1883. He enlisted in the Spanish American War in 1898, and served as a sergeant in the Philippines for 6 years. Upon returning to San Francisco, Fred became interested in surveying and forestry, and returned to the Philippines to make a survey of forestry opportunities.

He then went to work for the General Land Office as a copyist before 1907, then a Clerk in 1907, and then an Examiner of Surveys until 1910, when he converted to a direct employee until 1917. Fred performed 30 Examinations in Washington from 1908 to 1913. He was assigned to the Forest Service in 1915. He married his wife Aurelia in about 1910 in New York. Fred was supervisor for the GLO over the western lands when he reenlisted in the Army as a Captain for WW I. He ended the War as a Major, and stayed in the Military until his retirement in 1937, shortly before he died of heart disease in 1939. Fred lost in a legislative race in 1936 as a Republican. He left field diaries at the University of Oregon Special Collections.

**Raymond,
Herbert
Newton**
1878-1953
USDS
Contract 640 (with 1906
Dudley Henry &
John D. Henry)
to
Contract 673 (with 1909
Charles S. B.
Henry & Dudley S.
B. Henry)

WA PLS 1348. Herbert was born in New Brunswick and came to the US and Thurston County in 1880 with his parents and grandparents. He lived with his parents until at least 1920 on the family dairy at Chambers Prairie, with no record of ever marrying. In 1896 at age 18, it was noted that he was one of the first students of St. Martins College in Olympia, and was approved to teach school in 1901. He worked first as a chainman and axeman for the Henrys in 1903-05, and then held Joint Contracts with Dudley and John Henry in 1906 and two Joint Contracts with Dudley and Charles Henry in 1909. The first was Contract 640 in 1906 for 17 townships on the Colville Reservation, clustered around Nespelem. They shared the work in 1907 and 1908, with each taking responsibility for the third they surveyed and personally signed the final oaths.

The next two involved 3 townships just Northeast of Mossyrock in 1909. They shared the work and all signed all of the oaths. The work was completed in 1910. When the direct system was installed in 1911, Herbert signed on as an employee, working up to U. S. Cadastral Engineer by 1920. He bought a new Dodge touring car in Olympia in 1916. He continued with the GLO and BLM in the Oregon/Washington offices out of Olympia and Portland through 1930. He worked in most of the Western states, including Washington, California, Oregon and Arizona. He was a boarder and a civil engineer for the government in Portland in 1930 and was retired with his brother on the family farm in 1940. Herbert was of medium height, slender build, with brown eyes and black hair. He died in Olympia.

**Raymond,
Nathan David**
1850-1913
Dem
Rep
Citizen
USDS
Special Instructions 1885
to
Special Instructions 1889

The parents of Nathan were members of the Missionary Society of Jason Lee, sailing around Cape Horn in 1839. They married as nearly strangers in order to qualify to participate. They founded a Mission in Clatsop County in 1842 and filed a 550 acre Donation Land Claim on Youngs Bay about a mile North of Warrenton. Nathan was the sixth of 11 children and was born in Clatsop County in 1850. From 1853-62 his father was the Indian Subagent at Clatsop and Grand Ronde. His father had apparently moved from his farm, and in 1860 the whole family was living with Martha, the oldest daughter, and her husband on a farm in Clatsop County.

His parents divorced in 1864, and his father married Elvina Phillips, a lady that was an original member that came around the Cape in 1839, was assigned to their Mission as schoolteacher in 1842, was living with them in 1850, and was the next door neighbor in 1860. Nathan was with his mother in 1870 in Salem, Oregon, where she was the Matron of an Asylum. He was still in school at that time, and the Society, of which they were members, offered free education at Willamette University. In 1880 Nathan was a lodger in Astoria, listed as a surveyor. His mother was with her daughter on the farm, and his father was in Clatsop County with Elvina.

His only GLO work was to survey the Washington Hall DLC near Chinook in 1895 and 1898. Between 1880 and his death in 1913, he was off and on Astoria City Surveyor, Clatsop County Surveyor, or a deputy to one of the previous, depending on how the elections went. He originally ran as a Democrat, but also ran on the Republican and Citizen Party tickets later. There is no record of him ever marrying, and he was always a roomer or boarder wherever he stayed. He died in Astoria, OR in 1913. (biography)

**Reed, Thomas
Milburne Jr.**

1857-1928

Rep

Dr/Clerk

Ch Clerk

Clerk

1872

to

no more



1886

Thomas was the son of Thomas M. Reed, Sr., and was born in California while his father was Territorial Treasurer. He moved to Olympia with his family in about 1860, and graduated from the University of California at Berkeley at age 14 in 1870. He then spent 5 years at Princeton in the Class of 1878. Obviously that was off and on, because in 1871 he was a crewman for his father. In 1870 at age 13, he was a Clerk for Louis P. Beach in the Surveyor General's Office, and in 1873, he was the Chief Clerk for William McMicken at the beginning of his term, succeeding his father.

After Princeton, he returned to the University of California to study law for a year. Thomas joined a law firm in Olympia in the early 80's, and then engaged in his own law practice in the later 80's in Seattle. He married Ida McKenny in 1887, served the in Territorial Legislature in 1888, and served as the Register in the Seattle Land Office in 1889. He returned to Olympia after 1889 where he was appointed a Judge of the Superior Court. Thomas joined the gold rush to Alaska in 1899, and located a sulfur deposit on Unalaska Island. He developed a pilot reduction plant, and found an Eastern investor, only to have him die while climbing to the deposit in 1900. Thomas had brought his family to the mining camp, but abandoned the project after the death.

In 1900 he moved his family to Nome, Alaska, where he was a lawyer, United States Commissioner, and City Attorney. His children were educated in the Nome schools through high school, and his son graduated from the University of California as a mining engineer, working in Alaska until he died in 1968. Thomas ran for the State Legislature in 1916, and the race was decided by an inquiry into voter fraud on the other side. He had returned to Olympia in 1920 as a practicing attorney, and Ida died in a Seattle hospital in 1920. Thomas was appointed to a Federal Judgeship for District One in Juneau, Alaska in 1921, and continued in that until he died in there in 1928. He had been appointed under a recess appointment, and never was confirmed. He had remarried. (biography)

**Reed, Thomas
Milburne Sr.
"Tom"**

1825-1905

Rep

Dem

Rep

Ch Clerk

USDS

Chief Clerk in the 1866

Washington

Surveyor General's
Office

to

Contract 213 1875

(8/3/1875)



Born in Kentucky in 1825, Thomas was self educated, and then paid for school via farm work until he was 19. He taught school, and worked as a clerk and store manager until he left for California via Panama in 1849. He arrived there broke in 1850 and worked as a chainman in the survey of the City of Sacramento until he could raise enough money to engage in mining on the American River. With a partner he opened a general store at Georgetown, CA until 1853 when he was appointed Postmaster under a Democrat regime.

He returned briefly to Kentucky in 1853 to marry Elizabeth Finley, and returned to California. In 1853 he began the study of law with Selucius Garfield, and in the same year was elected Supervisor of El Dorado County. He was an original member of E. Clampus Vitus. In 1855 he was elected State Treasurer of California, and at the end of that term in 1857, he left for Olympia, where he accepted the position of agent for Wells Fargo. Upon Territorial recognition, Thomas was appointed Prosecuting Attorney of Idaho and elected to the Territorial Legislature of Idaho in 1864.

His wife died in 1866, and in 1867 he remarried to Eliza Giddings, the younger sister of Edward Giddings, the previous Chief Clerk in the Surveyor General's office. In 1866 he had returned to Olympia where he was appointed Chief Clerk in the Surveyor General's office under Selucius Garfield, and also held that position under Elisha P. Ferry. He kept his new brother-in-law well supplied with Survey Contracts while he was Chief Clerk. His second wife died in 1871, and he remarried to Hattie

While still Chief Clerk for Ferry, Thomas was given Contract 112 for 11 townships and 17 DLC's in the flat and open country in the vicinity of future Fort Lewis, and he used his son Thomas, Jr. as a crewman. . William McMicken was appointed Surveyor General in May of 1873, he named Thomas, Jr. as his Chief Clerk, but rewarded Thomas, Sr. with several Contracts. The first was a Joint Contract with Joseph Snow, Addison Lindsley and Henry McCartney to survey allotments in several Indian Reservations in 1873. Lindsley and McCartney were railroad engineers from NPRR, McMicken's recent employer. Thomas's share was the Skokomish Reservation on Hood Canal. Also in 1873, he received Joint Contract 168 with George and John Whitworth for the San Juan Islands, but they were not surveyed under this Contract, but were included in later Contracts.

Joint Contract 192 was awarded to Thomas, Ignatius Navarre, and Joseph Snow in the Yakima Valley in 1874. They shared the work, and Thomas surveyed one township near Sunnyside, with Herbert McMicken, the son of William, as chainman and William Frazier, a future compassman for others, as axeman. Still in 1874, he received Joint contract 199 with John Whitworth to finally survey San Juan and Lopez Islands. They shared the work equally, and again William Frazier was a chainman, and his brother Washington was an axeman, with the work being completed in 1874. Thomas received Contract 213 on his own in 1875 to survey the rest of the San Juans, and surveyed them in 1875-76. also included were 3 townships at Tenino and Oakville. Victor Tull and Gilbert Ward were chainman on these.

In 1877 he was President of the Washington Territorial Council and then was appointed Washington Territorial Auditor from 1877-1888, when at that time he was replaced by the Cleveland Administration. Just before statehood in 1889, he was a member of the Constitutional Convention, and then after statehood, he was elected State Auditor for a term of 4 years. Before the Panic of 1893, he was into real estate development, building the Post Office Block at 6th and Washington in Olympia. He built a new house at 13th and Main in Olympia in 1890. His son, Mark Reed, was the head of Simpson Timber Co. for a long time, and another son, Thomas Reed Jr. was successful in politics in Washington, serving as Register of the Land Office in Seattle. A dark blue Vermont marble monument was sculpted by B. J. Barrett and placed near his grave. (biography)

Reeves, Rollin
Joseph "Rol"

1846-1918

Rep

USDS

Contract 141 (with 1872
Ezra Smith)

(7/20/1872) (with
Emmett Espy as
compassman for
portions)

to

Contract 194 (with 1874
Ezra Smith)



Rollin was born and educated in Iowa until age 14, when he moved to Chicago for high school. He attended the University of Michigan, graduating in civil engineering in 1868. He worked for the Cairo Vincennes & Indianapolis RR for a year and then travelled Europe with a schoolmate for a year, possibly Emmett Espy. He received a Contract in Minnesota in 1870 for a few miles of State Line, a fractional township, and the 7th Standard Parallel.

He then received a Joint Contract in Washington in 1872 with Ezra L. Smith, the then Speaker of the House. Although Smith was present, it appears that Rollin was the surveyor for nearly all of their work, since Smith had no survey experience. They extended the 5th Standard Parallel West 90 miles through Ranges 30-16E, across the heart of Eastern Washington, South of Ephrata, across the Columbia, ending near Cle Elem. Of the 11 townships included, only 3 around Ellensburg were surveyed. Hometown schoolmate of Rollin, Emmett Espy, was a compassman for part of the work. Before they finished in 1873, Reeves and Smith were awarded the survey of the Washington/Idaho Boundary, North of the confluence of the Clearwater and Snake Rivers, and they moved on to prepare. Rollin and Ezra were both residents of Olympia at that time.

Their first choice for astronomer, a classmate from Michigan, took another position, and they hired young Charles Denison from the University of Michigan. Espy was a chainman, and several of the previous year's crew were included. Rollin spent two weeks determining the confluence, including mapping and floating kegs, and set a stone pillar on the North bank. The party of 18 with 45 horses headed North using a solar compass, setting posts every mile. They proceeded until October when they reached the mountains, with slow going. Their provisions were nearly exhausted, and a foot of snow hampered their progress. With only a little flour left, biscuits were baked from the final flour, and a final push for the Canadian Border was made.

They did not find it, and set a monument about a half mile shy. After returning to Olympia, it was found that that portion of the International boundary was not surveyed or marked. After the State Line survey, Reeves and Smith received Contract 194 in 1874 for 5 townships on the Palouse River Northeast of Washtucna. They shared the work, and Smith was recorded as the Deputy for 2 townships.

Rollin married his first wife, Annie E. Toof, in 1877, and while living in Fort Madison, Iowa, they had a daughter. The two were separated in 1884 and were in a custody dispute in 1884-85, with both of them kidnapping the girl, filing criminal charges against the other, resulting in at least Annie being briefly jailed, hiring detectives, hiding the girl, and making national headlines. Annie filed for divorce in January, 1885. They later settled, with Annie retaining custody.

Rollin was in New Mexico to survey the 42,000 acre Mesita de Juana Lopez Grant in 1876. The survey was challenged but upheld. Next in 1877 was the Western Boundary of South Dakota as it is adjacent to Wyoming, surveyed only with the promise that an adequate military escort be provided. With a 20 man military escort, he surveyed the first 132 miles until they were attacked by Indians at the Belle Fourche River, killing 5 men, destroying his instruments and field notes, and stealing everything else. He had to wait 9 days until he could resume, by extending backsights to the Northeast corner of Wyoming, some 6 miles farther, because he had no equipment to do otherwise. The notes were restored by use of the notes of the field crews. The next year he filed a claim against the federal government for the loss of his equipment and time.

The next year in 1878-79, he began at what is now the "four corners monument" and surveyed North between Colorado and Utah, establishing the tri-state monument at the Northeast corner of Utah. His supply caravan included 150 horses and was staffed by an African American Cavalry Company. The route was very arid and difficult, and in some places, he did not chain, but relied on latitude observations. The web refers to a "blunder" on this line. In 1879-82, Rollin surveyed the North line of Wyoming. In 1882 he partnered with David P. Thompson and three others to form the First National Bank of Baker City, Oregon, and was named Cashier .

By 1886, he was into real estate in Spokane. In partnership with Samuel Wilbur Condon, who had the sobriquet of "Wild Goose Bill", he surveyed and platted the town of Wilbur in 1888, and stayed there to ensure its success. Rollin remarried to Nina Stuart in Wilbur in 1893 and had 3 daughters. Condon died in a gunfight in 1895 while trying to kill a young woman that would not marry him, and Rollin was the executor of his large estate. From 1891 until at least 1913, Rollin was United States Commissioner in Wilbur, and was still in Wilbur in 1918. In 1907, he was Mayor of Wilbur, Chairman of the School Board, and was defeated for State Senator in 1892. Rollin had filed a Homestead Entry in Ellensburg, and purchased 360 acres on the Columbia River North of Wilbur. He died in San Diego, CA. Nina continued to live in Wilbur as the Librarian from 1925-45. (biography)

**Reynolds,
Alexander
Mortimer**

1865-1902

USDS

USDMS

Contract 354
(4/18/1891)

to

Contract 468 (with 1895
Halsey Pomeroy)

1891

1895

Alexander was born in Alabama in 1865 and worked as a civil engineer in Seattle, Washington from 1890-97. He married 20-year-old Johngeline "Geline" Coleman in 1890 at about the time he came to Seattle, and they had 4 children. Her father was a doctor in Georgia, and she was an orphan at age 15. He received Contract 354 in 1891 for two townships near Lake Cavanaugh and two townships at Darrington. He submitted the notes of T33N R5,6E in 1892, and they were returned for correction. After they were resubmitted, the work was examined by Windom Spearin in June of 1892, who reported that Alexander did not close on the township lines, and that he employed a compassman.

He returned to the field and resurveyed 8 miles of line, and those townships were approved in November. He submitted T32N R9,10E in February 1893, and after an examination by Emery Hermans, they were approved by the end of the year. Alexander was bonded as a U. S. Deputy Mineral Surveyor, and in 1892-93 he surveyed 14 Claims at Monte Cristo, 8 Claims at Peshastin, and one in the Summit Mining District. The next year he surveyed 5 more Claims at Monte Cristo. Howard Joslyn was the Notary for most of these surveys.

Alexander received Contract 400 in September, 1893 for 5 fractional townships just South of Mt. Rainier. He submitted the notes in December, and was examined by Henry Newby in July, 1894. Major corrections were needed in the field, and the survey was suspended. Negotiations with Alexander continued until the end of 1896 with no action. The sureties were advised, and they negotiated, trying to use a compassman, until the end of 1899 when the survey was rejected finally.

Contract 424 in 1893 was for 2 townships East of Okanogan and was submitted in August 1893. He partnered with Howard Joslyn for this survey, and they both borrowed money from different sources. It was examined by Abner Dunnington in November, 1894, and Alexander was ordered to correct in the field in March, 1897. He ignored the orders, and the survey was rejected in October, 1897. Howard defaulted on his loan, was sued, and received a judgement. He declared personal bankruptcy in 1900 after his wages with the City of Seattle were garnished. One of Alexander's surveys before 1894 suffered the blackmail of crewmen asking for more money to sign the oaths.

Joint Contract 468 of Alexander Reynolds and Halsey Pomeroy in 1895, for 5 townships from Chesaw to Republic, was suspended after an inspection by Waller Staples in April 1896. Pomeroy died in 1897 of typhoid, and the sureties asked that Christian Anderson be appointed compassman to correct the work. He did the corrections of some 86 miles of line, and the Contract was approved in 1900. Alexander had left for California with his family in 1897, leaving all of this to the sureties.

He was a good writer for the Overland Monthly, a literary magazine, in 1897 as part of the Occult Detective genre. Alexander wrote the classic, "The Mystery of Djara Singh" and had coauthored an 1894 street map of Seattle. He was a mining engineer in both the Alameda and Sonoma, CA censuses in 1900, and died in Stockton, CA in 1902. His wife remarried in 1902 to a lawyer in Alameda. Alexander was 5' 9" with brown eyes and light hair. (biography)

**Rhodes,
Clayborne
Frank "Frank"**

1877-1948

Rep

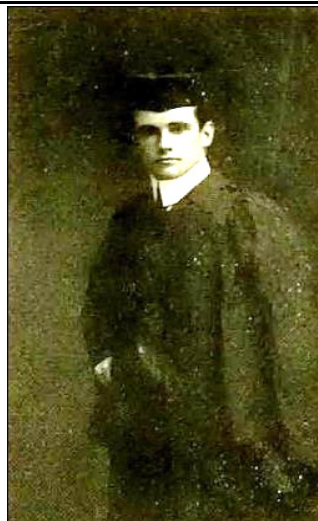
USDS

USDMS

Contract 643 1907
(3/5/1907)

to

Contract 688 1909



1905

OR PE 878. Born in Indiana, Frank was still there in 1880, and in both Medford and Eugene in 1900. He graduated from the University of Oregon in Civil Engineering in 1905, part of the time living with his parents in nearby Turner. Shortly after graduation, he teamed up with classmate, Clyde Riddell as Rhodes and Riddell, Mining Engineers, in Portland. In early 1907, Frank received Contract 643 for 4 fractional townships in the Northern Washington Cascades. They were all in rugged, steep country.

Future U. S. Deputy George X. Riddell, brother of Clyde, was a chainman for part of the work. Frank surveyed them in 1907-08, and had some small corrections in the field. He was examined 4 times by 4 different Examiners, the last being in 1912. In 1909, Contracts 674 and 675 were awarded to him for a full township just South of Swift Dam and Reservoir, and they were surveyed the same year. Frank and Clyde Riddell ended their partnership in 1909 with accusations and a lawsuit about division of the money. Frank had to go back in 1910 to retrace the West and North boundaries, and involved a Congressman before being approved. His last Contracts were 687 and 688 in 1909 for fractional T33N R8E and full T33N R9E North of Darrington. They were surveyed in 1910-11, and examined in 1912 by Fred Rase with minor corrections.

Frank moved to Medford, where he worked as a civil and mining engineer before becoming a contractor for roads and highways. He surveyed 30 Mining Claims in Jackson, Josephine and Douglas Counties from 1911-1923. In at least 1919, he was Josephine County Surveyor. He operated his contracting business in Southern Oregon and Northern California, apparently until he retired after 1937. He was living with his widowed mother in 1930 in Eugene, and remained in Eugene until he died in 1948. It appears he never married, and was of short, medium build with brown eyes and hair.

**Riblet, Byron
Christian
"BC"**

1865-1952

USDMS

Mineral Surveys 1890

to

Mineral Survey 1890



1922

Member ASCE. Byron was born in Iowa and pursued his education there, until attending the University of Minnesota where he graduated with a degree in Civil Engineering in 1885. For 3 years he worked in engineering work for RR's in Minnesota and Spokane. From 1888-89, he was with George Jones and then worked on the RR to Wallace, ID.

Byron operated within Riblet and Strack from 1889-92, in general engineering work, also designing several electric RR's. In 1890-91, also with John Strack, he surveyed 5 Mining Claims in the Chewelah and Summit Mining Districts out of Spokane. Byron married Hallie Chapman in 1893, the granddaughter of William W. Chapman. He had the following engineering engagements: 1889-1892, electric railways in Spokane for Washington Water Power Co.; 1893-95, designing a dam and the pumping plant on the Spokane River; 1895-96, 60 miles of canal for the Kittitas Irrigation Company; 1896-97, Noble Five Mining Company at the Sandon, B. C. power plant and his first tramway; and 1898-99, Last Chance Mining Company tramway. From 1899-1903, he was engaged designing about thirty aerial tramways in Wyoming, Peru, B. C., Alaska, and in the Northwest.

Riblet Tramway Company continued until the depression in 1931 and then struggled. Byron had filed patents on important items like the connection to the cable and self dumping buckets. Byron brought back ex-employee Carl Hansen who convinced Byron to design ski lifts, beginning with the "Magic Mile" at Mt. Hood in 1938, and early lifts at Donner Summit, CA, in 1939, Mt Hood Ski Bowl, 1948, Ski Acres, 1949, and Hoo Doo Bowl, 1950. Riblet Tramway co. installed chairlifts at Mt. Baker, White Pass, Stevens Pass, Mt Spokane, Spokane Expo 1974, and at 400 other ski areas throughout the country

In the face of expanding business, Byron brought his brother Walter in to run an office in Nelson, B. C., and his younger brother, Royal, was recruited from his bicycle shop in Aberdeen to run the foundry. Byron built an 11-room mansion on the Little Spokane River that burned in 1933. From that home, he had entertained high society, including the U. S. Senator. He exhibited a temper and obstinacy at times by resisting traffic control and blocking a railroad with his car.

He gave Royal 40 per cent of the stock, and then when he found that Royal had allegedly taken money from the foundry in 1933, fired him. They did not speak again in the 29 years that Byron lived. Byron had a drinking problem that contributed to his lack of involvement in Riblet Tramways in later years, and even went on binges for several days. Royal founded a competing company that falsely claimed to have designed the tramways and invented the patents, but failed in the design of its largest project.

Byron had spent most of the money he made, and Royal built a large house on a lava cliff overlooking Spokane in 1927 with a yard checkerboard, miniature golf course, swimming pool, private airstrip, and a tramway to the Spokane River. He married several times and relished the limelight. Byron died in 1952, his wife in 1959, and his daughter Josephine some time later. They were all cremated at Fairmont Crematory, but no one claimed the cremains. They are all "on the shelf" at Fairmont in the warehouse to this day, probably a continuation of the family feud. (biography)

**Richardson,
Arthur Leland**
1878-1943
Rep
USDS
Comp
Contract 601 (with 1903
Jacob Richardson)
to
Contract 649 (with 1907
Jacob Richardson)

OR PE 218. Member ASCE. Arthur was born in Goldendale, WA, the only child of Deputy Surveyor Jacob Richardson, the grandson of Deputy Surveyor Jesse Richardson, and grand nephew of Deputy Surveyor Edwin C. Richardson. He started surveying early by acting as a chainman for his father on 4 Contracts from 1895-1900, but somehow he acquired one year of college. He had enlisted in the service in 1898 for the Spanish American War, but was out in 1900. Arthur served 3 weeks in the brig for some infraction of Article 62. He married Deliah Laughlin in 1902, a girl from a family of 15 in Yamhill, OR., and they had a daughter in Goldendale in 1904. From 1901-1908, Arthur was Klickitat County Surveyor.

He received 3 Joint Contracts with his father, Jacob, from 1903-07. The first was for one township near Goldendale, and was surveyed by Jacob. The second Contract was for two townships in Northern Ferry County, and one East of Colville. All were surveyed by Jacob in 1906. The last Contract was in 1907 for 3 townships near Cle Elum and one Northwest of Brewster. Jacob died during this Contract, and only the one township Northwest of Brewster was surveyed by Arthur. In 1910 he was a civil engineer in Forest Grove, OR, and in 1918 and 1920 he was a civil engineer for SPRR in Portland. By 1930 and 1940, Arthur was an engineer on highways in Red Bluff, CA. He died in 1943 in Yamhill, Oregon, and was 6 ft. tall, slender, with brown hair and eyes.

**Richardson,
Edwin C.**
1827-1898+
USDS
Comp
Claim Contract 10 1860
to
Contract 378 1891

Born in New York, Edwin served briefly in the Spanish War in 1848, was a school teacher in Seattle by 1859, and was elected King County Surveyor in 1860. That year he also received a Contract to survey 28 DLC's from Des Moines to Seattle. He helped clear the land and performed a survey for the new University of Washington site in Seattle in 1861. In 1863 he discovered coal on a survey he was performing, and filed a claim that included one of the future commercial coal fields East of Lake Washington.

Edwin was again elected King County Surveyor 1866-69. He sold out his coal Claim in 1868 to George Whitworth and others, and purchased a farm in Klickitat County by 1870 at Columbus (Maryhill), where he was appointed Postmaster in 1872 in his store. He married his first wife, Ellen, a school teacher, in 1871. They had 2 sons, William and Edwin, Jr. A brother, Jesse, and two spinster sisters, Sarah and Helen, also settled at Columbus. Edwin is the brother of Jesse Richardson, the uncle of Jacob Richardson, and the great uncle of Arthur Richardson, all from Goldendale.

Edwin was a member of the Washington Territorial House of Representatives from Klickitat County from 1875-1876, and was Klickitat County Surveyor in 1882. Edwin remarried to Jane Prestley in Goldendale in 1884, and he continued in Goldendale until at least 1894 when Contract 378 was approved. He was admitted to an Old Soldiers Home near Los Angeles in early 1898 for a few months, and nothing is known of him after that. He and his son, Eddie, had been miners in Auburn, CA. Eddie had briefly enlisted in the Army in 1896. William and Eddie went on to careers as crewmen on steam ships.

Edwin was a journeyman GLO Surveyor, surveying about 34 contracts over 33 years, the last in 1891, finishing in 1893. That Contract was the first of his examined by a competent examiner, Francis Yeomans, and he had to redo the work in the field. He was examined the second time by Henry Newby and approved in 1894. He contracted for about 185 townships in his career, mostly on the Eastside. From 1860-63, Edwin surveyed several Contracts between Auburn and Seattle, and then received one in Yakima Valley in 1863. From then until 1866, he surveyed 8 Contracts back on the Westside along the Sound. From that point on, he stayed on the Eastside until his final Contract at Eatonville in 1891.

His brother, Jesse, came west to Yakima in 1866, and Edwin had a Contract ready for him in the Yakima Valley. Edwin was the Notary for all the oaths, so he must have been there. From then until 1870, nearly all of his Contracts involved Jesse as a crewman of some sort, and since there were two crews, it is possible Jesse was a Compassman. Edwin used several Indians as crewmen for the period until 1872. Jesse received a Contract in 1872 for several townships at Davenport, and Edwin was named as Compassman for nearly all. In 1871-72, his nephew, Jacob, was a crewman at age 12. T6N R13E at Goldendale in 1878 showed significant distortion in later resurveys. His Contract in 1880 was the only one in which he did not notarize the oaths, and the Notary, Sewall Truax, may have finished the Contract.

Jacob Richardson was the Compassman for Contract 300 in 1883, and a Joint Contract with Jacob in 1885 was cancelled because of the Special Deposit issue. Edwin complained of poor health and forest fires in Contract 300. He continued without ever having an examination, except for political harassment by Anson Henry, until his last Contract in 1891. Francis Yeomans did the exam and noted poor blazing, insecure posts, no marks on the stones, and many instances of bark scribing. Edwin had to completely redo the survey in 1893. He pleaded for an expedited second exam, and even asked Augustus Cowles to sell his solar compass at the end of the Contract. Another exam by Henry Newby allowed the survey to be approved in 1894. Edwin was 67 years old at that time, and had been complaining to the Surveyor General about not being able to pay his bills.

A list of his crewmen used 356 lines of data, because he used many different crews, including several on the same Contract. He probably used local settlers in each instance. Surveyors retracing his work have been critical of his erratic corner locations and his sloppy notes and accessory markings, but it never has been alleged that he was fraudulent.

<p>Richardson, Frank 1842- Comp Contract 132 (as compassman for Walter B. Hall) to no more</p>	<p>1871</p>	<p>Frank was listed as a compassman on the survey of T30N R5E of Contract 171 of Walter B. Hall in 1871. A Frank Richardson patented 240 acres in the same township in 1875, now in the city limits of Marysville, WA. Another Frank D. Richardson died in Seattle in 1908, whose father was an engineer in Grass Valley, CA in 1852, surveying the town of Grass Valley.</p>
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<p>Richardson, Jacob "Jake" 1859-1908 Rep USDS USDMS Comp Contract 309 to Contract 649 (with Arthur Richardson) (Jacob died during this Contract in May, 1908)</p>	<p>1884 1907</p>	<p>Jacob was born in Illinois and came across the Oregon Trail with his parents to Utah in 1865, to Yakima in 1866, and then to Klickitat County in 1867. He was the son of Jesse Richardson, the nephew of Edwin Richardson, and the father of Arthur Richardson. He began as a chainman at the age of 11 for his uncle, and for his father at age 12. Jacob married Anna McPheeters in Goldendale at age 18 in 1877. He was a flagman for Edwin in 1881 and a compassman in 1883. He and Edwin received Contracts 309 and 310 for the same 8 townships between Goldendale and Sunnyside in 1884. Jacob surveyed the exteriors and Edwin the subdivisions, although many of their crewmen were the same, and Edwin signed all the oaths. They received a Joint Contract in 1885, but it was cancelled by the Commissioner, like many others for Special Deposit reasons.</p>
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Jacob was Klickitat County Surveyor from 1887-1901, and surveyed both a wagon road to Lyle in 1897 and a RR to Lyle in about 1902. He surveyed 15 contracts over a 23 year period from 1884-1907, starting with the previously mentioned Contract 309. He surveyed a small Contract just North of Mossyrock in 1891, but had to return in 1892 to resurvey 13 miles of line after an exam by Lewis Shelton. His next Contract was for 4 townships in the Gorge and near Cougar, and the exam by Sewell Truax noted corrections were needed. He was examined again by Alfred Ruth and approved. His next was a Contract Southwest of Chewelah, and an exam noted he had to connect to a mineral monument. Three Contracts in the Gorge and further East for 5 townships from 1895-1900 had no exam.

Contract 555 for 3 townships was examined by M. P. McCoy, resulting in the need for corrections for T12N R9E, Jacob refused, but when threatened with cancellation, recanted and made the corrections. T15N R6W near Brooklyn was examined by Thomas Hurlburt, and field corrections were needed. His son, Arthur, had regularly been a crewman from 1900 on, and in 1903, they received a Joint Contract for T7N R15E on the Yakima Reservation, with Jacob noted as being the Deputy. They continued together for 3 more Contracts, but Jacob died in 1908 before the last two were completed, and Arthur finished what was started but left 3 townships unsurveyed. Jacob died in Klickitat County. (biography)

Richardson,

Jesse H.

1834-1907

USDS

Contract 88

to

Contract 139 (with

Francis M. Shick

and Edwin C.

Richardson as

compassmen for

portions of the

work.)

1866

1872

Jesse was born in New York, and came to Illinois by 1845 with his family. He was living with his mother and sisters there in 1850, and married Lydia Jane Grow in 1857. They were still in Illinois in 1860, but came across the Oregon Trail in 1865 as far as Utah. In 1866 the family came to Yakima, where they stayed the next winter. Jesse received Contract 88 in September, 1866 for 3 townships just South of Yakima, 2 townships at Grandview, 6 townships East of Hanford, and 2 townships across the river from Wallula. It appears that his brother, Edwin, was with him because Edwin signed all the preliminary and final oaths. Jesse's house in Yakima house burned down, and they lost all but the family bible.

They moved on to Klickitat County in 1867, ending at the small settlement of Columbus (now Maryhill), near his brother Edwin and sister Helen. Edwin was in Washington by 1859, and had been surveying Contracts since 1860. Jesse was the brother of Edwin Richardson, the father of Jacob Richardson, and the grandfather of Arthur Richardson. He was a moundsmen for his brother in 1867 on the 4th Standard Parallel from Othello to Ellensburg. By 1871, he had moved to the Rockland district. He was awarded Contract 139 in 1872 for 7 townships North of Davenport. He employed Francis M. Shick as compassman for two of the townships, and his brother, Edwin, as compassman for the remainder. Jesse was a stock raiser and farmer continuously near Goldendale, until he died in there 1907. (biography)

**Richardson,
Samuel H. Jr.
"Sam"**

1880-1962

Rep

USDMS

USDS

HES

Mineral Surveys 1902

to

Mineral Survey 1910



1921

Member AIME. Born in Michigan, Samuel moved with his family to Nebraska in 1887 and to Seattle by 1892. He was a draftsman in Seattle in 1899, and then became a student at the University of Washington, where he was elected Sophomore Class President in 1902. He was teaching Geology there in 1905, and graduated in Mining Engineering in 1905. He was in Republic with his family in 1900 as a draftsman, where he probably met his future brother in law, surveyor Thomas M. Hammond. He spent the summer of 1901 as a surveyor on a State Geological survey.

Sam married Charlotte Hammond in Seattle in 1907, and they moved to Republic, where Sam worked as a Mining Engineer until about 1922. All of his 135 Mineral Surveys and 4 GLO Contracts were surveyed while he was there. He had a partnership with his brother, Fred, as Richardson and Richardson, Mining and Civil Engineers, and was elected Ferry County Engineer in 1911. He was a Direct Employee of the GLO in 1911-14. Sam became active in Republican politics, going to State Conventions, and was elected a State Representative from Ferry County to the Legislature in 1921.

He began with Mineral Surveys in 1902 while he was still in college, and received Contract 654 in 1908 for 4 townships across the River from Kettle Falls. Next was Contract 686 in 1909 for 3 fractional townships at Colville, Chesaw and Republic. His last Contract was Contract 691 for one fractional township at Wauconda. It is unknown whether or not there were any examinations.

After Sam moved to Spokane in about 1922, he worked as a mining engineer, representing mines in the Northwest from Washington to Montana. He was President of the Northwest Mining Association in about 1930. Newspaper articles talked about him in Montana from 1933-1938, again as a mining engineer, and in 1935, he was Manager of Coeur d'Alene Mines. Charlotte died in 1943, and Sam continued in Spokane until he died there in 1962.

Riddell, Clyde

Wellington

1879-1959

Rep

USDS

USDMS

Contract 608 (with 1904

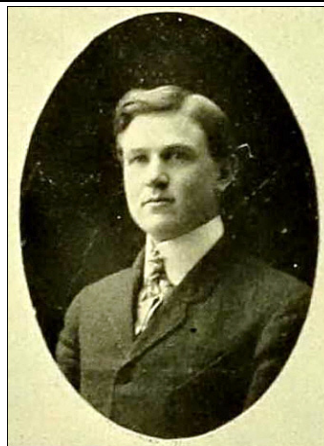
Homer Angell)

(4/15/1904)

to

Contract 663 (with 1908

George X. Riddell)



1905

OR PE 933. Clyde was born at Oakville, OR, but moved with his family to a farm near The Dalles in 1881. He was the brother of George X. Riddell and graduated from the University of Oregon in 1905. He worked a clerk in the Post Office at The Dalles in 1900, and after working as a chainman for Homer Angell in 1904, he then surveyed 3 Joint Contracts in WA, plus at least another in ID, with Homer. Homer, along with the Campbells and Robert Omeg, grew up near the Dalles.

Homer surveyed all of the 3 Joint Contracts in Washington. Clyde's brothers graduated from the University of Oregon, and Clyde played on the Oregon football team in 1900 along with Homer. Clyde surveyed 3 townships and 69 Mining Claims near Mt. St. Helens in 1906, with some help from brother George. This work was examined 4 times in 1907-08 and suspended before being accepted. The work before 1909 was supposedly part of a partnership with Frank Rhodes. The arrangement ended in 1909 with accusations and a lawsuit over money. His last Contract was Joint Contract 663 with George for one township at Husum and 5 townships in very Northeastern Washington. From 1909-1913 it was examined by 5 different examiners, with somewhat unknown results.

Lincoln Wilkes in 1911 noted several errors requiring field corrections, including errors in chaining, and not finding an original corner. The official notes are those surveyed in April, 1909, with notes about corrections that refer to letters by Clyde Riddell and Fred Rase. Other examiners were M. P. McCoy, W. H. Thorn, W. M. Chubb, and F. W. Rase. A Senator was involved, but field corrections were made. From at least 1906-1912, Clyde had an office in Portland as a civil and mining engineer, including a time in 1907 where he was partners with C. Frank Rhodes.

Clyde married Jesse Rogers in 1909 in Portland. He was in Pringle Falls in 1916 and worked for the USGS in Arlington, Oregon and Ely, Nevada in 1918. By 1922, he owned a dairy farm South of Battle Ground, WA, where he was the engineer of the Battle Ground-Heisson Highway. At that time, he was also an amateur sculptor. Jesse died at Battle Ground in 1931, and in 1935-40 Clyde lived with his daughter as a miner in Silves, Harney County, Oregon. He was a mining engineer for Idol City Mines in 1942-46 in Burns, Oregon. In the middle 1950's he lived in Skamania County, Washington as a PUD Commissioner. He was tall, of medium build, with blue eyes and brown hair, and died in Sonoma, CA.

**Riddell, George
Xenophon
("Xeno")**

1887-1976
Rep
USDS
Contract 663 (with 1908
Clyde Riddell)
to
no more



OR PE 537. George was born at the family farm near The Dalles, Oregon, and was the brother of Clyde W. Riddell. During school, he was a chainman for Alfred Geddes in Idaho in 1904, a chainman for his brother on Contract 628 in 1906, and a chainman for Frank Rhodes in 1907 and 1908. His only Contract in Washington was Joint Contract 663 with Clyde for one township at Husum and 5 townships in very Northeastern Washington. George was listed as the Deputy for only two of the townships in Northeastern Washington.

George received a degree in civil engineering from the University of Oregon in 1910, and then became a student at Harvard Law School for a time. He was a surveyor for the City of Portland from 1912-13. He was active in the mountain climbing clubs in the Northwest, leading several climbs of up to 75 people, including climbs of Mt Rainier and Beacon Rock. He was a surveyor in the Direct System in 1916. George was an engineer for Standard Oil Co. in Seattle and California from at least 1917-31. He returned to Seattle by 1938 as a civil engineer. He was tall and stout with blue eyes and brown hair. He died in Des Moines, WA.

Robb, Robert

1842-1912

Rep

USDMS

Mineral Surveys

to

no more

Robert was born in New York and graduated from Wesleyan Seminary in 1865. He had served one year in the Civil War and was discharged for illness. For the next 11 years he taught school and worked as Superintendent of Schools in New York, Michigan, Wisconsin, and Nebraska. He married Laura Annette Hulett in New York in about 1868, and they had four children. Annette died in 1877, and he remarried in 1880 to Lida Brown, a teacher he had worked with.

Upon arriving in Clark County in 1876, he farmed, taught school, and was County Superintendent of Schools until 1882. He owned a mill and in 1884 was elected County Assessor for two years before going into real estate. Robert was elected County Surveyor in 1888, and held that position until 1896, except for two years. He had a bond as a USDMS from 1893-97, but never finalized a mineral plat. His second wife died along with her fourth child during childbirth in 1890, and he remarried to Violet Mary Flynn in 1891. He continued to survey property and plats in Clark County until at least 1896, and then in Grant County in 1902-03.

By 1908, Violet was in Everett claiming to be a widow, and Robert was alone in Oakland, California in 1910. He died in Yountsville and is buried in a Veterans Cemetery in Napa, California. He was 5' 4" tall with blue eyes and dark hair. (biography)

Robbins, Milton Henry
 1835-1864
 Comp
 Contract 36 (Compassman for Alleck C. Smith)
 to
 no more

1859

Milton was a chainman, first for Alleck Smith in Western Oregon in 1857, and then again in 1858 for Smith and Anson G. Henry, North of Grays Harbor. He became a compassman for Alleck C. Smith for Contract 36 in the same place the next year in 1859. No record of a Milton H. Robbins could be found in the records that could be closely linked to this survey. There was a Milton H. Robbins in Yamhill County, OR in 1857, near Alleck Smith's residence, and one that participated in a public meeting in Chehalis in 1859.

Only one likely "Milton H. Robbins" turns up in Ancestry. He was a farmer's son from Farmersville, New York. He was on the farm in 1850, and died in the Civil War in 1864. His father died in 1860, and much of his family, including his mother began arriving in Portland, OR by 1861. His name is verified by his signatures in the Oregon survey records. This biography is of that individual.

Milton returned to New York by August of 1862 when he enlisted in the New York Infantry. He was wounded at Fredericksburg, but returned to his Regiment in April, 1863. He fought as a Sergeant in the battles of Chancellorsville, Gettysburg, Wilderness, Cole Harbor, Spotsylvania, and was mortally wounded on the way to Petersburg on June, 18, 1864. His remains were buried on the battlefield. His brother died in the same Regiment two months later outside Petersburg. He was 5' 8" tall with blue eyes and black hair.

Robe, Lucien Stevens
 1868-1939
 USDS
 Contract 487
 to
 Contract 492

1895
 1896

Member AIME. Born in Michigan in a military family, Lucien attended Macalester College in St. Paul, Minnesota. He was in North Dakota in 1893, and his parents moved to Vancouver in 1895 where his father was the Commander of Fort Vancouver. In 1895 and 1896 Lucien was a chainman for Albro Gardner in 1895, and then was awarded Contracts 487 East of Marblemount and 492 at Randle.

A request was made in 1897 to have James Jeffrey survey T35N R12E as a compassman, instead of Lucien, which was accepted. Jeffrey never did the survey because he was having troubles with a Contract of his own, and Contract 487 was cancelled by the Commissioner. T12N R7E was surveyed by Robe in 1896, and he did not receive the results of an examination by T. R. Hinsdale until 1898. He said he returned from Alaska at great expense, and found no errors in his work.

David W. Kinnaird, another Examiner, reexamined and resurveyed the work himself in 1899, and the Contract was approved in 1900, with Lucien receiving his \$226. Lucien married Jessie Coffin in Seattle in 1897. From at least 1898-1911 he was in Alaska as a mining engineer, partly with his family, in Dawson, Fairbanks and Iditarod. He was listed as a mining engineer with North American Trading and Transportation Co. at all of those places, in addition to Ruby, Washington. His young son drowned while at Fairbanks. Lucien noted he left Alaska for good in 1924. In 1914 Lucien was a USDMS and a USDS in Alaska, with his U. S. address as Ruby, WA.

While returning from Alaska in 1901, on the Skagway to Juneau leg, the ship he was on collided with an iceberg in the middle of the night, and sank within 20 minutes after her boiler exploded. Lucien gives a detailed account, including his own survival and rescue by his friend from Dawson. He got into a raft, which was continually swamped and overturned by survivors trying to get in, and finally became unconscious. Dr. MacFarland saved him until they were rescued. The record says that 68 out of 181 perished that night.

From 1907 to 1924, he was in Alaska frequently, but was living in Oregon and Washington. He was the President and Manager of Independent Mining Co. at Knik on Cook Inlet in 1915-17. He was an engineer for the City of Seattle in 1920 and a private engineer in 1930. From 1920-1939, Lucien lived in Seattle, Tacoma and Vashon Island, keeping an office in Tacoma. He died in Seattle, but is buried in Salem, Oregon.

Roberts, James

Dr/Clerk
EX
USDS
Clerk

James was one of the original Clerks in the Surveyor General's Office of Tilton in Washington in December, 1854. That same month, he filed a DLC Claim just Northeast of Olympia for 320 acres, but never proved up on it. Tilton appointed him as USDS in 1855 to inspect Jared Hurd on the 4th Stnd Parallel West, and then awarded a Joint Contract to James and Jared Hurd in 1855 for DLC surveys at Olympia. No surveys of James are on record. Shortly after that the Indian hostilities broke out, and James joined the Volunteers as a Sergeant under James K. Hurd, Jared's brother.

to
Claim Contract 1
(10/15/1855)

1854
1855

James led a nine man party to pursue Indians that had raided settlers. In February, 1856, he was appointed a Military Clerk for the duration. There is no record of him in Washington after that, and he has a very common name.

**Roberts,
Joshua Thomas**

1843-1927

USDS

Contract 425

to

no more

1893

Joshua was born in Maryland, and married his wife, Rose, in 1876. By 1879 he was a carpenter and housing contractor in Leadville, CO, and again in Spokane in 1889 as a contractor, where he had up to 150 employees. He was a U. S. Land Agent in 1892 in Spokane. In 1893, with some help from Senator Squire, he was awarded his only Contract in Washington for 4 townships at Conconully, and they were surveyed in 1894.

Abner Dunnington examined them in that year, and Joshua agreed to do a new survey in 1895. Waller Staples performed another exam, and the survey was again suspended. Joshua protested, except for some minor corrections, and asked for another exam, which was done by A. W. Morris in 1897. This time he passed, and the survey was approved in 1897, with a 5% reduction for being late. He protested that, but was overruled. Joshua worked as a surveyor until at least 1900, for a time in the office of Frank Loring, but by 1910 he was back as a contractor building houses. Joshua was a Deputy Sheriff in 1910, noted himself as an engineer in a sawmill in 1920, and died in Spokane in 1927.

**Roberts,
William
Jackson**

1860-1938

Rep

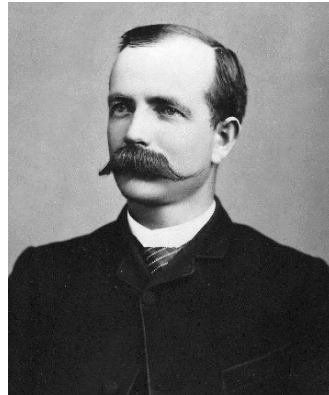
USDS

Contract 406 (as
compassman for
Adolphus
McDonald)

to

no more

1896



PLS 660. Member ASCE. William was born in the Caroline Islands of missionary parents, who soon moved to White Salmon, WA in 1862, and then settled in The Dalles, OR in 1865. After attending the local schools, he was prepared for college in the classics by his father, a graduate of Williams College. William graduated from the University of Oregon with a B. A. in 1886, an M. A. in 1893, and ultimately achieved a degree in civil engineering from MIT in 1891.

He worked as an engineer in Portland and Hood River, and was the City Engineer of Colfax, where he created an Atlas of Whitman County in 1895. William married Hattie Kitchel James in Vermont in 1894. He was then appointed a Professor of Mathematics and Civil Engineering at WSU in Pullman for 13 years. While at Pullman, he performed much private work, including being called on to serve as Compassman to correct the survey of Contract 406 of Adolphus McDonald. William received Special Instructions on 7/20/1896 to resurvey the North Boundary of the Colville Reservation from the Columbia to the Okanogan. He used an 8 man crew.

The survey was finished by school time, and examined by T. R. Hinsdale in 1897. There was still a 5 chain error in distance. The Surveyor General was desperate to approve this survey in order to facilitate the survey of the recently opened lands to the North. He accepted the error, but did not pay for the work nearby. George Schwartz later documented the error.

From 1908-1911 William was in private practice, which included designing a water system for Medford, OR. Hattie died in 1910 in Southern California, where she had gone to help cure a long illness. William remarried to Caroline Odell Wilmore in 1911 in Berkeley, California, who was the 33 year old spinster librarian at the University of Washington. Between his two wives, he had 6 children. Roberts was the Washington State Highway Commissioner 1911-1913, and in 1914 he was Chief Engineer of the Inter County River Improvements in Tacoma. William designed and laid out significant water and sewer improvements at Fort Lewis during World War II. He continued as a Consulting Engineer at Tacoma until he died there.

**Rockwell,
William L.
"Will"**

1860-1955

USDS

Contract 340 1890

to

no more



Member ASCE. William was born in New York on a farm and moved with his parents to Iowa, Missouri, and back to Iowa. He attended school and worked until he entered Cornell, from which he graduated in Civil Engineering in 1887. In 1888 he went to Spokane and obtained a job with Ashley and Clarke, until the city burned in 1889, when he went to Pasco, working on plats and irrigation projects. It was at this time in 1890 that he surveyed Contract 340 for the GLO to survey the dried up lake bed of Sylvan Lake.

William married Emma Pease in Pasco in 1892 when he was the Chief Engineer for the Prosser Falls and Priest Rapids Irrigation Company. In 1895 he became Chief Engineer for the Stanislaus Land and Water Company at Stockton, California, where he had charge of over 125 miles of canals. From 1898-1908 William engineered irrigation projects near Bakersfield, CA, and at that time transferred to Texas to head the Irrigation efforts for that state for the Department of Agriculture, headquartered in San Antonio. He was sent to Haiti in 1919 by the U. S. government to assist that government, and stayed for an unknown time, but otherwise remained in Texas until he died there in 1955.

**Rogers, Jesse
Jordan**

1881-1920

USDS

Contract 664

to

Contract 665

1908

1908

Born in Nebraska, Jesse was living with his parents in Bellingham in 1900, working as a clerk in a cigar store. He was an apprentice at a machine shop in 1902, and an assistant to surveyor, Alexander Campbell in 1906. He married school teacher, Belle Tinkham in 1907, and received Contracts 664 and 665 for fractional T38N R6E in 1908, surveying them later that year. William Thorn examined him in 1909 and again in June, 1911. Morris Chubb also did an exam in 1911. There were corrections, and an attorney got involved. However, no new notes were created after 1908, but Jesse did not sign his oath until August, 1910, receiving his approval in January, 1912.

Jesse continued to live in Bellingham, working as a chainman for Whatcom County in 1909, as a deputy county engineer in 1911, as a surveyor in 1913, and as a civil engineer for the County Engineer in 1918. He was in Bremerton as a welder in the shipyards in 1920, and died in December of that year in Seattle, leaving a wife and three children behind. Belle remarried in 1924 in Seattle.

**Ruth, Alfred
Smith**

1865-1915

Rep

SES

USDS

Special Instructions 1893

to

Contract 677 (with 1909

Allan Muirhead)



1909

Born in Maine, the son of a Irish immigrant farmer, Alfred attended the University of Maine from 1883-1886, without graduating. He came to the Sound in 1886, and was noted in Washington as a school teacher at Eagle Gorge in 1887. He married Rozalla Treat in Seattle in 1887, who had moved from Maine in 1882. He worked as an engineer for the Port Blakely Mill Company from 1886-1891. After that he surveyed tidelands for the Mason County Board of Tideland Appraisers.

Alfred began surveying for the GLO by doing examinations from 1893-1895, although he ignored defects in Contract 414 by Robert Webster. From 1894-1898 he was Thurston County Surveyor, and was City Engineer of Olympia in 1896. His wife inherited \$10,000 in 1898, just after Alfred had left for Pine Creek in Alaska to prospect. Alfred was an engineer for the Port Angeles and Eastern RR in 1899 at Dungeness. He surveyed GLO Contracts through 1909, with the Contracts after 1905 being Joint Contracts with other surveyors. He received Contract 490 in 1905 for one fractional township in Pacific County, just North of Rosburg. It was surveyed in 1896 and examined by N. B. Sweitzer in 1898. The survey was suspended, but an explanation by Ruth allowed it to be approved in 1899.

Another Contract in Pacific County was surveyed in 1896, with an exam by N. B. Sweitzer in 1898. He found errors in the interface with the existing survey by Joseph Whealdon, and Ruth surveyed 7 miles of corrections in 1899, with approval following an exam by F. H. Brigham. Contract 514 for 2 fractional townships 20 miles NW of Yakima was surveyed in 1897, examined by F. H. Brigham in 1898, and approved in 1899.

Contract 557 for 2 townships North of Cle Elum was examined by M. P. McCoy and approved in 1901. Contract 567 in 1900 at Mt. St. Helens was surveyed in 1906 after waiting for other Contracts, examined in 1908, and approved in 1908, receiving praise from the Commissioner. Contract 574, for 2 townships at Stampede Pass and Kettle Falls, was surveyed in 1901, examined by M. P. McCoy in 1901, and approved in 1902. Contract 587 for one townships at Kachess Lake, and two at Hamilton in 1902 was examined three times from 1904-1906, and approved with corrections to the notes and plat. Fred Brown was filing the plats. Contract 591 at Concrete was surveyed in 1902 and approved after an exam by M. P. McCoy.

At about this time, Alfred had been diagnosed with tuberculosis with severe hemorrhaging, and began a steady decline in health. Contract 617 in 1904 for two fractional townships at Orient were surveyed and examined with plat corrections only. He received Contract 624 for 3 townships at Packwood that were paid for by coal land deposits. He surveyed them in 1905, and was examined. M. P. McCoy suspended the survey because he did not show the coal outcroppings correctly. Alfred corrected the notes and plat and it was approved in 1905. Subsequent surveys show that he had done at least some "stubbing" because the found original North quarter corner of Section 31, T14N R10E is 10 chains out of position to the section corners.

Contract 641 in 1906 was a Joint Contract with Allan Muirhead and Fred J. Brown. There were 15 townships on the East side, and all were surveyed by Muirhead and Brown. They were examined, made field corrections, were examined again, and again, and finally approved in 1912. His last Contract in 1909 was also a Joint Contract with Allan Muirhead. Allan surveyed the fractional township at Concrete, and it was approved in 1910 after some corrections.

Alfred was a member of the Washington State Senate from 1901-1911, and was the President from 1907-11. From 1900 to 1911, Alfred was a civil engineer in Olympia. After that, he spent time in California for his health, but still announced his candidacy for Governor in the primary in 1912 elections, and started campaigning for his Senate seat in the winter of 2012.

In 1908, while a Senator, Alfred was in partnership with W. L. Hartman in road construction, winning State contracts. Newspapers pointed out that in 1909 Ruth received a regular salary from a company that provided services to the State, and that Ruth was paid by the State to verify the work done by that company. Ruth always opposed investigations into State business. He somehow performed land inventory investigations for NPRR in 1911 with Alvin Bystrom. His wife died in Portland of cancer following an operation in 1914, and Alfred died in San Louis Obispo in 1915 of TB.

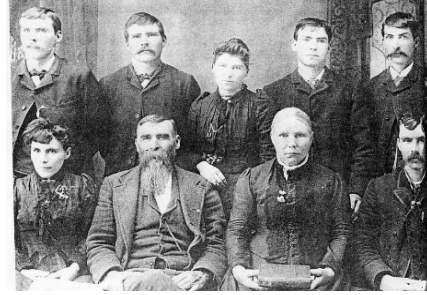
Abbreviations

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

Short Biographies and Personal Notes S-Z

of All of the Surveyors Associated with
the General Land Office in Washington,
1851-1910



7/14/2018

Typical Format	Photo (if available with permission to post)	Short Biography
<i>Born-Died</i> Political Affiliation, if known Type of Surveyor First Contract or Engagement to Last Contract or Engagement	Credits and sources for photos can be found in the Photo Section.	(biography) means that there is a biography of some kind available in the Collected Biography Section. See the end of this section for a list of abbreviations.

**Sahm,
Siegfried
Frederick**

1842-1918

Rep
Dr/Clerk
Clerk
to
no more

1869

Fred was born in Prussia, came to the United States in 1845 to Indiana, and served as an officer in the Civil War from Indiana. He was a Clerk in the Surveyor General's Office of Elisha P. Ferry in 1869. During that year he was also paid for services as a blacksmith for the Tulalip Indian Reservation, and in 1870 was listed as a carpenter in Olympia. By 1872 he moved to the fledgling town of Tacoma, participating in its development, working as a railroad ticket agent, and was elected as a trustee and a postmaster in 1873. He married Annette Adams in Indiana in 1875.

Fred resided in Tacoma until 1905 when he moved to Manhattan, and in the meantime was an active citizen. Annette died in 1881, and in 1884, he remarried to Louise. He was: a clerk in 1879, a steward on a steamer in 1881, on the City Council in 1881, a school director in 1884, a member of the local Board of Trade, a delegate to the Republican National convention in 1884, in real estate in 1887, an officer in the GAR in 1888, and an officer in a clay works business in 1888.

Fred was appointed to the City Council in 1896 under a charter change, but removed the next year under new politics. He was named chairman of the new Civil Service Board in 1897, but resigned under pressure after there were charges of bribery with the board. His daughter, Charlotte, married U. S. Deputy Surveyor, Walter Bosworth, in 1902. Fred and Louise moved to Manhattan in 1905, and he died there in 1918. Louise was living with the Walter Bosworth family in 1919 in Tacoma.

Sawyer, CA PLS 120. Charles was born in Vermont, and was first
Charles W. noted surveying in Denver for Ashley and Clarke, known for
1859-1938 their Benson Syndicate ties. By 1880 he was surveying in
 Comp California for the Benson Syndicate. He was examined in
 307 (as 1884 1886 by Special Examiner Conrad for work he allegedly
 Compassman for performed in 1883. Charles said that he never set foot on
 David C. Thayer the townships, but he did sign some blank oaths for Benson.
 and the Benson The crewmen listed were also fictitious. After that
 Syndicate) interview, he was debarred from further GLO work. Charles
 to had been in charge of at least one of four survey parties that
 no more surveyed portions of Contract 307 in 1884 for the Benson
 Syndicate in Stevens County, Washington.

That Contract was under the fictitious name of David Thayer. Special Examiner Henry Martin noted that Charles had done some of the survey, and that the notes were mostly made up, with only a small portion having been surveyed. Charles was a Washington Notary Public, and notarized the crewmen for Contract 279 of Gilbert Ward in 1884. He was indicted in 1887 for the California work, and was soon arrested in Seattle, where he was working on the Lakeshore and Eastern RR. From 1888 to 1900, he was living in Monterey County, California. While living in Monterey, Charles received California PLS License 120 in 1892, from the indicted ex-Chief Clerk Reichert in the Surveyor General's Office, but now California Surveyor General.

In 1894, Charles was part of the compromise that stipulated that the California Benson surveyors would correct all of the work, and that Benson and the Nevada Bank would get paid for the fraudulent surveys then rejected. The corrections were never done, the examinations were never done, Benson and the Bank got their money, and the cases were ultimately dismissed.

Charles married Katie Doherty in about 1897, and they moved to San Francisco by 1903, and to Berkeley in 1906, where they stayed until they died. He was a surveyor in 1910, was retired in 1920 and 1930, and died in 1938. Katie died in 1948.

**Sawyer,
George R.**
1854-1916
Dem
Rep
USDS
Special Instructions 1904
to
Special Instructions 1907

Born in Ohio, the son of a tailor, George was still there with his widowed mother in 1870, and was in Michigan as a farmer by 1876. He married Fannie Allen in 1879, although he had children born in Michigan before then. He was in Colorado from 1884-88 and was in Davenport, WA as a dealer in second hand goods in 1900. George and Fannie had 4 of their 9 children die by 1900. He was elected Lincoln County Surveyor in 1901, serving until 1905. George surveyed a small Contract by Special Instructions on the Columbia River Northwest of Davenport in 1904. It was examined by M. P. McCoy and suspended. George surveyed corrections that year, and it was approved in 1906.

George received another Contract to survey two small islands in the Snake River near Pasco in 1907, and used USDS Henry Porak as a chainman. He was elected Franklin County Surveyor as a Democrat in 1907 at Pasco, serving until 1911. Fannie died in Spokane in 1911. George ran unsuccessfully for Stevens County Engineer as a Republican in 1914 against R. B. Thomas, and then moved to Pendleton, Oregon. While there, he was working as a plumbing inspector for the OWR&N. George died in Pendleton in 1916 of a heart attack.

**Scheltema,
Johann
Friederich**
1855-1922
Dr/Clerk
Clerk 1891
to
Clerk 1893

Johann was born in Makassar, Celebes, Indonesia with Dutch Nationality. His father was president of the Court of Justice at Batavia, Java, and later a Professor at the University of Leyden. Johann was educated at Haarlem and Amsterdam, Holland, and then studied navigation for a year. He returned to the Dutch East Indies as a sailor and stayed, securing the position of postagent for Singapore. He then took the same job for all of Siam. He entered journalism in 1883, and was wounded as a war correspondent in Tongking. He became an editor for several papers until 1903 when he was imprisoned for publishing opinions on opium policy. This 20 year period was interspersed with travel all over the world, and it was during one spell that he was employed as chief draftsman in the Washington Surveyor General's Office from about 1891-93.

In Olympia in 1891, he signed a notification to declare U. S. Citizenship and renounced his allegiance to Queen Wilhelmina. He was a draftsman in the Surveyor General's Office of Thomas Cavanaugh in 1891, and reappointed in the Office of Amos Shaw in 1893. He wrote his first book, Tjampoeran, in 1895, and his second on the East Indies in the Dutch language in 1903. He noted that Java was his home from 1874-1903. He entered Yale in 1904, and by 1905 Johann had attained a Master of Arts degree.

He continued writing, with his most well known book, Monumental Java, published in 1912 on the ancient monuments in Java. It contained many of his own illustrations, and continues in print to this day. He donated some property in Thurston County to Yale University for a library fundraiser, specifying that it be used to purchase important books on relations between East and West. He wrote a book on the Opium Trade in the East Indies in 1907, on Arabs and Turks in 1917 and on historic Lebanon and Syria in 1920 . He also published several magazine articles. He had returned to Yale to receive his PhD in Arabic and Oriental Studies in 1916, and continued to live there until 1920. Johann died in Surrey, England, and his estate was probated by his younger sister, Maria, in London in 1922. He never married. (biography)

**Scholfield,
Socrates**

1831-1914

Whig

DS in OR

Dr/Clerk

Clerk

to

no more

1859

Socrates was born the first son of Nathan Scholfield, a cotton and woolen mill operator, machinist, civil engineer, and mathematician. In 1833 Nathan wrote an article for the Franklin Institute on the use of a sextant in measuring distance between two points by observations from both ends using mirrors. It was a well documented premise, with ample calculations to back it up. He patented a governor for water wheels that was used throughout the milling industry. In 1845 Nathan wrote a three-volume book on advanced geometry and trigonometry for college level study.

He travelled to Oregon in 1850 as part of a group of investors from San Francisco that wanted to profit from the settlement of the Territory. They hoped to find gold, identify harbors, survey townsites, and promote them. They were headed for the Klamath, first explored the Rogue where they found hostile Indians which made it not suitable for settlement, and then moved on to the Umpqua. They surveyed the harbor, and surveyed the townsites of Umpqua City, Scottsburg, and Elkton. Nathan published a map of Southern Oregon and Northern California in 1851, that showed potential harbors and rivers in detail.

Socrates does not mention his connection with the surveyors and explorers in his lengthy article in the Oregon Historical Quarterly, nor does he state when Nathan returned to Rhode Island. Socrates was elected Umpqua County Surveyor in 1855 and later that year he was given charge of the containment of 250 Umpqua Indians at Empire City (Coos Bay) in the position of Temporary Indian Agent. He continued that for about 1 year until they were moved North.

Socrates and his father both filed Donation Claims on Umpqua Harbor. Nathan claimed 620 acres with two miles of harbor frontage on the East side of the entrance, and Socrates filed a claim on the North Shore. Schofield River that flows through Reedsport is named for Socrates. He received Claim Contract 93, for surveying DLC's on the Umpqua River, in March, 1859 from the Oregon Surveyor General, and under that Contract, only surveyed both his and his father's Claims. Nathan received his patent in 1885 after his death, and Socrates received his in 1878. Socrates was a Draftsman in the Surveyor General's Office of William W. Chapman in Eugene in 1859, continuing at least into 1860.

Socrates was a surveyor back in Norwich, Connecticut in 1861, and married Abbie Smith in 1864. He was a producer of water wheel regulators in 1864, and from 1865-68 he was a teacher of engineering at Scholfield College. From 1869-78, he manufactured water wheel regulators, and from 1880-1900+ he was a patent solicitor, all in Providence, RI. He wrote several books, including "The Object of Animal Existence" in 1896, and "The Doctrine of Mechanicalism" in 1907. The latter dealt with the soul and cognitive abilities of animals, and needed a second edition.

He was also issued several patents, including: patent for improved life preserver, 1863; patent for improved method of teaching swimming, 1863; patent for improvements to twist drills, 1869; patent for cigar machines, 1873; patent involving reciprocal and crosscut saws, 1873; and a patent for a lock on removable bay windows, 1889. His last patent in 1914 was for "an illustrative device to demonstrate the relationship between the Supreme Being and his creation." It was for two springs, one shorter and one longer, wound together. Not until 1953 did science determine that the basic structure of human DNA was a double helix, similar to that described by Socrates. However, to this day, this patent is referred to by some as "the most absurd patent ever issued". He died in Providence.

**Schuele, Louis
Frederick
"Fred"**

1876-1964

USDS

Special Instructions 1908

to

no more



1893

Louis, always known as Fred, was born in Vancouver, WA, the son of businessman David F. Schuele. He stayed in Vancouver until he graduated from High School in 1893, and then attended Stanford University from 1894-1896. In 1900 he was living at home in Vancouver as a draftsman, and was working for the O&W RR under Albert O'Neel in about 1902 in Vancouver.

He received a small Contract by Special Instructions on the Willamette Meridian in 1905, South of Vancouver Lake. He used his brother, George, and surveyor, Lloyd Knight, as helpers in 1908 to do the survey. Fred married Oca Price in 1909, and they were together until 1951 when Oca died. Fred and brother George filed a copyright on a blueprint in 1910, and Fred was briefly the Vice President of a title company in Portland in 1912. For at least the next 40 years, he worked for the City of Portland Engineering Department, beginning as an engineering draftsman.

By 1927, he had been promoted to Chief Draftsman, and then to Engineer from at least 1943-54. During World War I, he had a one year job in 1918 for the "Spruce Division" and Warren Spruce Co. in Newport, OR. Fred retired in 1954, well past the required retirement age, and died in Portland in 1964. He was of medium height, slender build, with blue eyes and light brown hair.

**Schwartz,
George A.**

1858-1927+

Rep

USDS

SES

Comp

Contract 344
(6/20/1890)

1890

to

Contract 684

1909

George was born in Pennsylvania of German parents. He was a laborer in Fremont County Colorado in 1880, and in 1882 he received a Joint Contract in New Mexico for several townships with Wencel Plachy, who had known Benson connections. Nothing more is known of him until May of 1890, when he received Special Instructions to examine two Contracts in Washington, which were not reported on until 1891. One was Contract 335 of Timothy Berry, and the other was Contract 337 of Isaac Galbraith, and he gave a favorable report to both. In June of 1890, George received Contract 344 to Survey the South and West Boundaries of the Yakima Reservation.

The treaty called for the line to follow the crest of the Cascades, but his instructions from the Commissioner were different. His lines were ultimately found to make the Reservation some 120,000 acres too small, and were overturned in 1955. George received Contract 365 for 5 townships South of North Bend in 1891. They were examined by John McIntyre with a favorable report. There were claims of timber fraud, extortion, and the use of a compassman. A fraud attempt by a timber company had been made to purchase all the claims, which was illegal, but they were unsuccessful.

McIntyre found that Francis Flood did work as a compassman, but the claims of extortion were hearsay, and unproven. It had been reported that Flood asked for \$400 from the settlers to finish the survey. George was awarded Contract 435 for 4 fractional townships on the West Bank of the Okanogan River North of Tonasket, and he was examined by Waller Staples. The next year, he returned to resurvey all of the meanders for two of the townships. Apparently a survey was done across the River at the same time, and when the surveys were compared, they did not match. In 1895, he also surveyed T21N R10W after Clinton Pulsifer gave up. He used sectional correction lines both E-W and N-S, and had the son of Chief Clerk Cowles as a chainman.

George was a chainman for John Scurry Northeast of Colville in 1896 when he surveyed 5 Indian Allotments South of Loomis. He surveyed 3 townships between Winthrop and Mazama in 1900, and was examined by M. P. McCoy with field corrections necessary. Contract 598 in 1903 included 3 fractional townships and one full one between Okanogan and Tonasket, and he was examined again by M. P. McCoy. Contract 631 in 1905, obtained by being the lowest bidder, was for a township at Oroville, two at Tonasket, and another East of Colville. He was examined in 1907 by M. P. McCoy and again by J. S. Harrison in 1908. Corrections were made, likely in T35N R41 E, where a sectional correction line was added in 1907.

George surveyed Contract 652 in 1907 for a township at Stampede Pass, that had a strip surveyed earlier through the middle along the Green River by Freeman Brown. Brown was a poor surveyor and gave George a challenge. The Brown survey had direction errors of 5 degrees and distance errors of 8 chains. George apparently had to return to the field to at least retrace all of the Brown survey, and whether he was paid for that is unknown. Contract 661 in 1908 was for a township at Conconully, another at Chewelah, and one more Northeast of Malott, and they were surveyed in 1908. He was examined by William Lightfoot in 1909, W. M. Chubb in 1910, and Fred Rase in 1911. Fred actually corrected the only error he found to prevent George from having to return to the field.

The last Contract of George was Contract 684 in 1909 for one township East of Republic and another Northwest of Ione. They were examined by William Lightfoot in 1909 and W. M. Chubb in 1910. He probably came to Olympia in about 1889 along with Charles Goehring. They lived together on a farm at McLane until Charles died in 1909. George was active in Republican politics, attending State Conventions. He contracted typhoid in the fall of 1905, and was sick for most of a year.

He was on a runaway stage that ran into Spectacle Lake near Loomis in 1906. After the driver jumped, George saved himself and the mail, but not his transit. It was recovered the following day. From 1911 through at least 1913, he surveyed as a direct employee of the GLO, out of the Olympia office. George ran for Thurston County Commissioner in 1924, and was last mentioned as attending a pioneer picnic in 1927 from McLane. He never married, and his demise is so far unknown.

Scott, John Sr.

1831-1875

Dr/Clerk

Clerk

to

no more

1865 John Scott, Sr. was listed as the Messenger in the Surveyor General's Office in 1865, and was born in South Carolina. There were at least three John Scott's in Olympia at the time, none of whom were born in South Carolina. Candidate 1 had a son named John, but they moved to Forest Grove, OR in 1859, and John Jr. died in 1863. Candidate 2 died July 31, 1865, but he could have been the father of Candidate 3. One of them had been the Doorkeeper for the first Territorial Council. The most likely candidate was Candidate 3 who married the niece of John Miller Murphy, a Clerk in the Surveyor General's Office at the time. Murphy was also Anson Henry's partner in a newspaper. John 3 died in Olympia in 1875, leaving a wife and child. If candidate 2 was the father of candidate 3, then he would be a prime candidate.

**Scurry, John
George N.
"Jack"**

1845-1915

Rep

USDS

Contract 455 (with 1895

Henry K. Owens)

to

Contract 494 1896



Born in Virginia, John enlisted in Company A, Virginia 11th Infantry, Confederate Army in 1861, and was wounded and captured at Gettysburg in 1863. He was released, returned to fight, and then captured again in 1865, and discharged as a Sergeant. He graduated from the University of Virginia and Johns Hopkins University in civil engineering before working for the Southern Pacific RR in the Mojave, and then the Union Pacific RR.

John came to Washington for the Northern Pacific RR and was in Seattle in 1870. In 1874, he was a chainman for James T. Sheets on Contract 193. In 1876, he married Nellie M. Terry, the oldest daughter of Charles Terry, the early founder of Seattle. He was: transitman for David D. Clarke on the NPRR leg from Priest Rapids to Yakima in 1879 and other NPRR surveys; King County Surveyor 1879-81; a partner in Scurry and Snow with Joseph Snow in 1883; and City Engineer of Seattle 1888-90 at time of the great fire. The Seattle position was very volatile, and John proposed a water supply from Rock Creek that was too small. Outside engineers were hired, and all proposals were challenged. John was a partner in Scurry and Owens with Henry Owens from at least 1888-1900, part of that time while he was City Engineer.

John received 3 Joint Contracts in 1895 in Pend Oreille and Stevens Counties, all with Henry K. Owens. Henry played no part in any of the work. They were initially surveyed from 1895-1897. The first was for 2 fractional townships Northeast of Colville, and 2 fractional townships Northeast of Northport. The notes were turned in and corrected just before John went to Alaska in 1897. An examination was made by A. W. Morris in 1898, and one of the townships needed about 5 miles of corrections in the way the survey tied into existing surveys. With Scurry in Skagway, and then in Seward as an engineer for the Alaska Central, the corrections did not get done until 1903, with approval in 1905. His two sons were in the crew on the initial work, and George A. Schwartz was an axeman on the 9th Standard Parallel.

The second Contract was for two full townships and one fractional one across the Columbia from Inchelium. They were surveyed by Scurry in the summer of 1897, and Ralph Ober, as agent, turned in the notes only, without oaths, in May of 1898. The plat followed in August. Scurry came back briefly in July of 1899, and took care of the oaths and some corrections. Ober again acted as agent, and the Contract was approved in 1900. The third Contract was for two full townships just West of Newport. They were surveyed in 1897, and the notes for one of them were filed at that time. The notes for the second township were never filed, but the plat was filed. A. W. Barber examined the first one in 1897, resulting in the suspension of the Contract. A complete resurvey of both townships was required.

The Contract was cancelled in January of 1901, and Scurry appealed to the Secretary of the Interior. He was denied in August, but the Commissioner reconsidered in March of 1902, he gave him another chance. Scurry was reported as sick in May, and asked that John Wetzel, who had surveyed the adjoining township, be appointed compassman. Surety John Fay, Ober's brother-in-law, made the request and Wetzel was approved. He made the survey of one of the townships in 1902 and the other in 1903. They were examined by M. P. McCoy and A. W. Barber in 1903, and approved after corrections to the notes. Deputy Surveyor John M. Snow notarized the oaths. His first Contract exceeded the budget allocation, and there was legislation pending in Congress to pay him the difference in 1898.

After his marriage in 1876, John and his family lived with his in-laws, the Terrys, until at least 1880. He had a partnership with John M. Snow, as Scurry and Snow, in 1883, and he participated in the Home Guards as a Lieutenant in 1885. He constructed a 17 room mansion in 1890 on Boren Avenue with extensive stonework and a stone carriage house. His father had been a stone mason. He was hired by the Seattle Light and Power Company in 1892 to help with a dispute over a RR problem. The "Panic of 1893" bankrupted the railroads and caused a general depression. John had to sell his house in 1896. He was in Skagway in 1897 after finishing the field work on his Contracts, and reported paying \$3 per day for packers over Chilkoot. He was back in Seattle briefly in 1900 before sailing for Nome.

John sailed for Resurrection Bay, the future site of Seward, in May of 1902 to lead a party of 30 men to locate the Alaska Central Railroad under Charles M. Anderson. He continued at this into 1904. He spent time working on a location for Great Northern RR between Wenatchee and Leavenworth in 1907, and did reconnaissance on the Olympic Peninsula at some time. John was a Resident Engineer for the Copper River and Northwestern RR in Alaska from at least 1909-11. He lived in Valdez in 1909, and he and his wife lived in Cordova in 1910. John and Nellie lived with their daughter in Seattle from 1913-15 until he died there. (biography)

**Sears, Charles
Elmore**

1850-1935

USDS

USDMS

Contract 287 1882

to

Mineral surveys 1891



1890

Charles was born in New York City, and stayed there through public schools. He attended New York City University in 1867 and Cornell from 1868-69, but did not graduate. In 1875, he applied unsuccessfully to President Grant for a commission as a Second Lt. in the Cavalry, stating he attended Cornell, had 3 years of Nevada life, and had studied for 2 years.

By 1876, he was a designer in Oakland, and a civil engineer in 1877 in Red Bluff. He was in Boise as a civil engineer in 1880 and married Carrie Randall in The Dalles, OR in 1881. His only Contract was in the Columbia Gorge in 1882-83 for 3 fractional townships across the Columbia from Multnomah Falls. Alexander McAndrew was a compassman for that survey, and it is unknown whether Sears was there at all. He reestablished the North 2 miles of the West line of T2N R5E, because he did not find any of the corners of John Trutch set in 1856. His bearing was more than a degree off to the East, and Jerry Olson found Trutch's township corner in 1966 some 300 feet West of the one set by Sears. All townships after Sears were surveyed from Sears' corner, so they are probably correct. Jerry monumented Trutch's corner for posterity.

Charles, and/or Alexander McAndrew, stubbed all the work, but otherwise it was not bad. He was a draftsman for the OR&N RW in Portland in 1882; a surveyor in Olympia in 1885; a civil engineer in Seattle in 1887; surveyor for 13 plats in Pierce County in 1887-88; the City Engineer of Puyallup in 1888-89; a U. S. Deputy Mineral Surveyor of 15 Mining Claims at Cle Elum in 1889; a clerk in the NPRR Land Dept. in 1890; a surveyor of 12 Mining Claims at Similkameen in 1888-91; a resident of Walla Walla in 1892; a civil engineer in Wasco, Oregon in 1900; the author of a map of Dallas, Oregon in 1903; and a draftsman in Oakland, California from at least 1906-11.

He had money problems in 1889, and was sued for foreclosure. His wife died in Oakland in 1916, and he was living with his daughter, Pearl, in Alameda in 1930. His daughter Bessie's husband was killed in a hunting accident in Escondido in 1924, and Charles moved to Beverly Hills sometime after 1930 to live with her, and died there in 1935.

**Semon,
Franklin E.**

1867-1950

USDS

Contract 396

to

no more

1892

OR PE 440. Frank was born in Michigan, graduated from Allegan High School in 1884, and from Michigan State University in 1889 with a B. S. In 1890 he was an engineer working for Albro Gardner in Seattle before working as a chainman at Port Angeles Townsite, first for John Ashley in 1891, and then for George Schwartz in 1892. In 1894, he purchased two lots in the Port Angeles Townsite, probably during the auction. He received his own Contract on the Olympic Peninsula for 4 fractional townships in 1892. They were examined by Henry Newby, and were approved in 1895 with corrections to the notes and plat only.

Washington, D. C. lowered the allowable rates per mile after that, and Frank wrote that he would no longer be bidding on GLO Contracts. By 1897 he had returned to Michigan to marry Flora Blance Lonsbury, and then moved to Alabama as an engineer. Frank was back in Michigan in 1905, and then moved to Medford, Oregon as an engineer for the City in 1910. He was an engineer for the City of Seattle in 1916-20, an engineer in Bellingham in 1933, and a construction engineer in Eugene, OR from 1937-1940 when Flora died. He remarried and died in Eugene.

**Seymour, Allen
M.**

1833-1883

Whig

Dr/Clerk

Clerk

to

no more

1853

Allen was born in Fort Covington, N. Y., the son of a stove manufacturer who was affluent enough to have servants. He was a Clerk, living at home in 1850 in Cortlandt. His sister married a lawyer, Thomas Nelson, and Thomas was appointed to be the Chief Justice on the new Oregon Territorial Supreme Court. Allen was hired as a crewman for the surveys under John Preston in 1851, and travelled to Oregon via Panama with the Preston family, the Nelson Family, and several surveyors. He began on James Freeman's crew in June of 1851, and then worked for George Hyde later in the fall.

It was on this survey that Allen became seriously ill with cholera-like symptoms. He was temporarily the Assistant Clerk to the Oregon Territorial Council in the fall of 1851. Sometime before 1853, he transitioned to being part time Clerk in the Surveyor General's Office, and part time as Assistant Clerk to the Supreme Court. The Whigs lost and the Democrats won in 1853, and there was a new Supreme Court. Allan Millar, the Chief Clerk to the Court, and a former Clerk in the Surveyor General's office, left for home, leaving instructions for Allen Seymour to not give the Court files to anyone without receiving a receipt. They were stored in the Surveyor General's

After he was refused the files, the new Clerk went to the court and an attachment was issued. Allen still refused to give up the files and was jailed for Contempt. After a while he relented, and the files were given over. Allen was back in New York by 1860, living at home and working as a Clerk. He enlisted in 1861 in the Army as a private, but was soon discharged, and he reenlisted as an officer in September, 1861. With the rank of Captain, he deserted on the way to battle in 1863, and was dishonorably discharged by General Hooker. He was unemployed and living at home in Cortlandt in 1870. He died there in 1883.

**Sharp, Edward
Franklin**

1865-1954

USDS

Contract 588 1902
to

Contract 637 (with 1906
Henry Porak)



Edward was born in Oregon and came to Lower Three Mile in Wasco County in 1871 with his family. His father, brother, son, and Edward all operated farms on Three Mile. Edward graduated from California Military School at Benicia, California in 1884. By 1885 he was in Wasco County surveying roads and the fairgrounds. He was Wasco County Surveyor from 1886-1896, and married Kathleen Ferrely in 1891.

In that year he began as a GLO Surveyor in Oregon with two fractional townships just West of Rainier, using his younger brother and future USDS, Frank H. Sharp, as axeman. He wrote to the Surveyor General that he had finished T6N R3W, and the "the boys" were all in the sack sleeping. His Oregon career as a USDS involved 9 Contracts between 1891 and 1904. They were all examined and he fared fairly well except for his last, Contract 756 West of Bend, which lasted 4 years and had corrections in the field. A Joint Contract with his brother, Frank, was surveyed by Frank in 1892. His Contracts were usually very small, and he used future Deputy Surveyors Charles L. Campbell, Homer Angell, George Campbell, W. A. Burt Campbell and Robert Omeg fairly regularly as crewmen, they were all from Wasco County.

From 1895-1900, he designed and built three houses on Fourth St. at the Dalles, all of which are on the National Historic Register. He lived in one of them, 404 E. 4th St. He acted as a representative of the Eastern Oregon Land Company in 1900, and surveyed a cemetery at Grass Valley in 1904.

Edward's first Contract in Washington was Number 588 in 1901 for two townships Northeast of Colville and one at Rice, all in Stevens County. The one at Rice was normal and approved right away after an exam. The two Northeast of Colville had the perimeters surveyed by David Thayer of the Benson Syndicate, and had major distortions. The North line of T37N R40E was short by half a mile and out of alignment by 2000 feet. The south Boundary was also short by half a mile. Edward succeeded in avoiding returning to the field, but he redid the field notes several times, getting approval in 1908.

Edward next surveyed 3 townships at Longmire on the slopes of Mt. Rainier in a Joint Contract with his chainman, Robert Omeg. They shared the work and were examined by M. P. McCoy without problems. Frank next received a Joint Contract with Henry Porak for 11 townships, between Omak Lake and Brewster, on the Colville Reservation in 1908. After an exam by Fred Rase in 1906 and corrections to the plat, the survey was approved in October of 1908. Washington, D. C. noted a portion was suspended, and field corrections were made, but there are no notes indicating that.

Edward was a government surveyor in 1910, Wasco County Road master in 1915, a civil engineer in 1920, and a farmer in 1930. He raised Purebred Hereford cows on his ranch, with his son Arthur running it. Edward died in The Dalles at age 89.

Sharry, John

H.

1864-1935

Dem

Clerk

SES

Clerk

to

Special Instructions 1890
(6/16/1890)

Born in Germany, John came to the U. S. in 1882. He was in Spokane working as an engineer for John Ashley in 1889, was appointed an Assistant Draftsman in the S. G. Office in 1889, and surveyed two plats in Olympia in 1890. He did four inspections of Contracts in 1890 out of Spokane. In 1892 he was in Yakima, and the 1900 census listed him as a civil engineer in Wallula, WA. He bought a farm and raised fruit and hay on irrigated land at Attalia from then until 1935, when he died in Walla Walla. John ran for County Surveyor in 1904 and wrote an article about the history of Wallula in 1908. He was on the Wallula School Board in 1908, President of the Commercial Club in Wallula in 1908, and was secretary of the Irrigation District in 1918. He never married.

Shaw, Amos F.

1839-1898

Rep

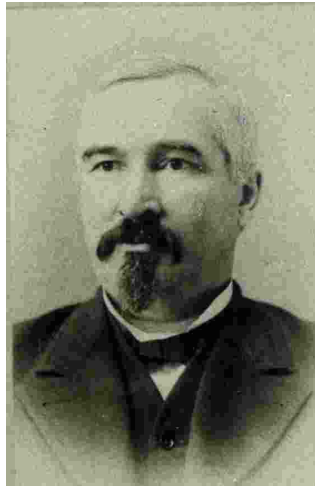
S G

Washington 1892

Surveyor General

to

no more



1891

Born on a farm in New Hampshire, Amos was educated at the schools of Salisbury, the Franklin Academy, and the College at Tilton. He went to Dakota Territory in 1859, where he filed a Claim. He was soon elected to the Provisional Legislature of Dakota Territory for 2 years and then enlisted in Company A of the Dakota Cavalry in 1862, serving three and a half years as a Corporal, fighting Indians. He mustered out to teach school, and then was elected for three years as Sheriff of Clay County, followed by duties as Indian Subagent at Fort Rice.

Amos was Secretary of the Dakota Territorial Council (Senate) in 1869, and was elected a member in 1870, 1874 and 1880. He married his wife, Josephine Moudlin, a teacher, in 1868. In 1881 Amos moved to Vancouver, WA to plant a prune orchard in Fruit Valley. While the trees were growing, he returned to Dakota in 1884 to accept the job of Warden of the prison, and when the political parties changed, he returned to Vancouver for good in 1887 to raise and pack prunes as part of Shaw Brothers.

Amos was elected to the first Washington State Legislature in 1889, and again in 1890, during which term he was elected Speaker of the House. He was appointed Surveyor General of Washington in 1892, when Thomas Cavanaugh of the same party resigned. Democrat Grover Cleveland was elected President, and Amos was replaced in 1894 by William P. Watson, who commended him on the affairs of the office. Amos died in Vancouver in 1898 of a heart attack at age 59 while riding in a wagon near his farm. (biography)

**Sheets, James
Tilton "Tilt"**

1842-1892

Dem

Dr/Clerk

USDS

Clerk

1859

to

Contract 353

1891

Born in Indiana, James was the son of Clara Sheets, the half sister of James Tilton, and came to Olympia in 1855 with the James Tilton family via Cape Horn on The Phantom. His father died in 1847, and Clara and family were living with James Tilton in 1850. When he was 16 in 1858, he served as the Messenger for the Surveyor General's Office of James Tilton. He was a student at some unknown institution in 1860 in Olympia, and in that same year was a flagman for Jared Hurd and James Lodge at Walla Walla. He was also a flagman for William Carlton in the same area in 1861-62. James was a civil engineer in Portland in 1870.

James Tilton was in charge of the new RR at Walla Walla, and worked on the Northern Pacific RR surveys from Kalama to Tacoma and the surveys over the Cascade Mountains. In 1872, James Sheets led a survey party up the Skagit to the crest of the Cascades, barely returning to civilization, eating only unleavened bread before being rescued.

In 1873, James started GLO surveys, continuing until 1877. In 1873 he joined a group of GLO Surveyors with Contracts South of Spokane. David Clarke, former draftsman in the Surveyor General's Office of Louis Beach, was to tutor James on GLO surveying. David had received a Contract in name only, with the money going to Isaac Smith, with David being paid by the day by Isaac. Charles A. White, an experienced Deputy Surveyor and an old friend of Isaac Smith, was in the party, as well as his compassman, future Deputy Surveyor Ross Shoecraft. They had made a long journey from Olympia, via stage, RR, and steamer, including portages by RR around the Cascades and from The Dalles to Celilo. From Wallula it was by Stage to Walla Walla, and then with a wagon and camp outfit North to the survey.

James unofficially surveyed the section around Spokane for Glover during this time, showing that the city and the falls were not in a RR section. When James finished T21N R40E, he asked the men to sign the oaths, and they refused. Clarke headed to Walla Walla for replacements, but was turned around in a day, for the men had relented. Two men on the first crew were gone on the second township. James surveyed three townships, was a compassman for Charles White on another, and returned to Olympia. David Clarke took the same crew and surveyed four townships on his own before winter set in. The Columbia froze over while Clarke was on his way home at Bingen, and he had to hire a horse to get to Portland.

James returned the next year in June to resurvey T21N R40E, and noted that he obliterated the corners from the first year. There were three additional townships, East of Puyallup around Kapowsin, in his first Contract, and he surveyed them in the winter of 1874, finishing in March. In July 1874 he received Contracts 193 and 200 for 11 townships, and they were all surveyed in that year. Two townships were just Northeast of the previous corrections, were also surveyed in June and July, and included Spokane City and Spokane Falls. The rest of the townships were on the San Juan Islands. Somewhere between this survey and 1880, James established a farm on the Southerly end of San Juan Island, getting a patent in 1880. Graduate engineer and future Deputy Surveyor, John G. Scurry, was a chainman on two of the townships in the San Juans.

James surveyed two small islands in the San Juans in 1878, and was a civil engineer in Wilkeson in 1880. From 1878-79 William Milnor Roberts explored Cascade Passes for NPRR, and in 1880 Isaac W. Smith took over the command with a new vigor. James participated in these surveys, being an experienced mountain man. He is the namesake of Sheets Pass, and actually discovered Stampede Pass and several others. In 1883, he left NPRR to head an engineering party for the Bellingham Bay Railway and Navigation Company.

From 1884-1891 he returned to GLO surveys. In 1884, he received Contract 305 for three townships at the Sauk and Suiattle Rivers. The Indians challenged him, and a company of soldiers had to be brought in for him to finish the survey. As part of this survey, a young crewman named Hunter fell from a cliff and was killed. He does not show up in the notes. Contract 314 for two fractional townships North of Hamilton was surveyed in 1885. A subsequent survey to the North revealed that James stubbed most of his work, resulting in errors of nearly ten chains and ten degrees. Because of Special Deposit issues, the Plats were delayed for two years. James was a civil engineer in Olympia in 1885, an engineer for the Port Townsend Southern RR in 1887, a civil engineer in Salmon Bay in 1887 and a surveyor in Skagit County in 1889.

Contract 330 of T31N R9W, on the Straits of Juan de Fuca North of Lake Crescent, was surveyed without incident in 1888. While working as the County Surveyor of San Juan County in 1891, he surveyed his last Contract around Lake Crescent, finishing in October. On March 10, 1892, E. D. Warbass notified the Surveyor General that James was too ill to finish the notes. James died on March 15, 1892 in the Tourist's Hotel in Friday Harbor of TB. Albert J. Blackwood of Port Angeles was hired by the sureties to examine the work and to certify the notes. He had a full crew in the field for some time. The work was examined by Thomas Pope of Victoria. Howard Tilton, the son of James Tilton, was the executor of his estate, and signed for James Tilton Sheets in the official record. James had never married.

**Sheffield,
Ebenezer D.
"Ebby"**

1869-1939

USDS

Special Instructions 1907
(7/31/07)

to
no more

Ebb was born in Mississippi, the son of a Sheriff. He married Josephine Howard in 1894, and was listed as a druggist in 1900, still in Mississippi. He came to Pasco, Washington by 1907, when he received a Contract for the survey of fractional T12N R27E by Special Instructions. The 12 sections were surveyed in 1908, with an exam by J. Scott Harrison and corrections to the notes. He was elected Franklin County Auditor from 1912-14 and County Treasurer in 1915. He worked as Deputy Treasurer in 1920 and 1930, and Ebb remained in Pasco until he died there in 1939.

**Sheldon,
Charles V.**

1867-1957

SES

Special Instructions 1896

to
Special Instructions 1896



Born in Wisconsin, the son of a civil engineer, Charles was a draftsman in 1891 in Milwaukie. He received his appointment as a Special Examiner of Surveys in 1895 in Washington from the Grover Cleveland Administration in Washington, D. C., and made 31 examinations from 1895-97. One of the contracts he examined was a survey by Albro Gardner, the premier engineer in Seattle at the time, and Charles caused the survey to be suspended. Albro fought back, received a new examination, and had Sheldon's exam determined to be "incorrect and practically worthless." Albro did correct his survey, though. Charles returned back east in 1897, where he was a civil engineer living at home in Milwaukie with his family, working for the Milwaukie Railroad.

He married his wife, Anna, in 1903, the daughter of a German immigrant. In 1904 he was the City Engineer of Merrill, Wisconsin. At that job, he designed a three-span stone bridge that is in use today and is on the National Register of Historic Places. From at least 1910 to 1925, he was a civil engineer for the Milwaukie RR. In 1930 he was a surveyor, and he was retired in Milwaukie in 1940.

Shelton, Lewis

David Wilson

1841-1919

Dem

USDS

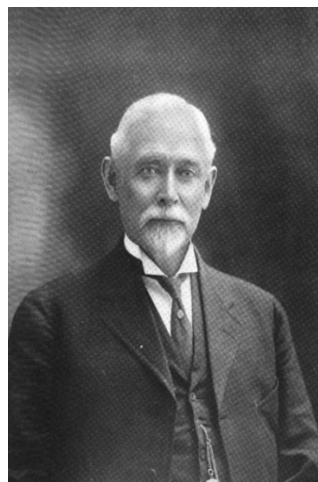
SES

USDMS

Contract 271 1881

to

Contract 618 1904



Lewis came across the Oregon Trail in 1847 with his family. They moved around Oregon and Washington several times, settling on a Claim at Shelton, Washington. His father, David Shelton, was in the first Washington Territorial Legislature in 1854 and was the founder and namesake of the town of Shelton, WA. Lewis served with the Volunteers in the Indian War, began as a survey crewman in 1855, and was a chainman for Nathan Terrill in 1861 in Mason County.

He taught school from 1862 to 1875, until he took up surveying on a regular basis, in which he was self taught, and then opened an office in Olympia. Lewis was elected Sheriff in 1863, Auditor in 1865, and later County Surveyor of Mason County. He was in Alaska and the Northwest Territories from 1872-75 as a miner. From 1877-88 he managed all of the Port Blakely Lands on Puget Sound, and then supervised their logging interests from Portland to British Columbia until 1893. He married Lydia Morris of Seattle in 1887, 26 years younger than Lewis. He had a Real Estate office in Seattle in 1889, but returned to surveying in 1892 when the economy crashed.

His first survey Contract was at Grays River in 1881 for three townships. He was awarded Contract 364 for 4 townships between Lake Crescent and Forks in 1891, surveying it over the next 18 months. It appears he had to resurvey T30N R12W, because there is a rejected plat at Washington D. C., and that township was surveyed several months after the others. Clarence Ide had made an exam. T32N R13E may have had a compassman, because it had a unique crew, and the preliminary oaths were not signed by Lewis.

His brother, J. S. W., was a chainman on one other township, and was an experienced surveyor. Lewis was named a Special Examiner of Surveys in August of 1891, and examined 5 Contracts the next fall and winter, at the same time he was surveying his own Contract 364. Examiner Leonidas Haskell named him as the compassman for Stephen Graham in an adjacent township at Clallam Bay in July, 1892. Contract 394 was awarded in the summer of 1892 for two townships at Dickey and Ozette Lakes West of Forks. There was an exam by Sewell Truax in 1893, and Lewis returned in 1894 to make corrections. Contract 419 in the same vicinity was surveyed in 1893 with an exam by Henry Newby with no need for corrections in the field. Lewis served in the State Legislature from Mason County in 1893.

Contract 448 followed in the same place as 419 with generally the same crew in 1894. Charles Sheldon examined the survey with corrections to the notes. Lewis finally left the Olympic Peninsula in 1895 with Contract 467 for 5 townships North of Kettle Falls. He was examined by Waller Staples in 1896, and several correction instructions were issued, but no new field work was created. In 1896, two townships at Newport and Colville were examined by Waller Staples with minor corrections. He was back on the Olympic Peninsula in 1897 with 7 townships at the Makah Reservation, North of Lake Ozette, with an exam by Nelson Sweitzer and F. H. Brigham. Later that year he surveyed two fractional townships on the State Line East of Spokane.

One township in 1898 was surveyed Northeast of Northport and examined by M. P. McCoy. Contract 552 for T7N R5,6 E, South of Mt. St. Helens, was surveyed in 1900, examined by T. M. Hurlburt in 1901, and approved in 1902. Lewis surveyed Contract 589 in 1902 for 4 townships at the Lewis River, the Cowlitz River and Eatonville. There was an exam by M. P. McCoy with plat corrections, and an attorney was involved. Contract 592 of the boundary and Agency Reserve at the Tulalip Reservation was surveyed in 1903 and examined by M. P. McCoy. Contract 603 in 1904 included the very top of Mt. St. Helens in T8N R5,6E. It appears he had to go back to the field in 1905 to make corrections that were noted on the examination of his notes. McCoy examined him in 1906 after that.

Lewis was in New Mexico surveying the Baca Location Survey as an irrigation engineer in 1910. About 1911, Lewis went to Baker County, OR, where he worked as a timber cruiser to buy up timber lands for the Kinzua Timber Co. Lewis is the namesake of Shelton Park in Wheeler County, OR, and he died in Baker City, OR. His gravestone at Tumwater is almost illegible, but reads: "Lewis D. W. Shelton, Civil Engineer, Soldier, Timber Cruiser, Surveyor, Oregon Trail May 29 - Nov. 18, 1847, "Mary Taylor" Astoria - Puget Sound Feb 1853, Wash Terr Volunteers, Sawamish County, Fort Skookumchuck, Indian War 1855-1857, Alaska Gold Rush 1872-75, Northwest Territories, Married Lydia Morris 15 Nov 1887, ??? Mason County Wash Terr." (biography)

Shick, Francis M. No person could be found in Washington, or elsewhere, that could be named as Francis M. Shick, the compassman. He was also listed as Travis M. Sheek in the notes.

Comp
Contract 139 (as 1872
compassman for
Jesse Richardson
for a portion)
to
no more

Shoecraft, Ross Peleg "Shoe"
1841-1922
Dem
Rep
Peoples
Comp
USDS
Contract 173 1873
(Compassman for
Charles A. White)
to
Contract 244 1878

Ross was born in New York, the son of an auctioneer, and enlisted in the Civil War as a private. He had been a bookkeeper in 1860. After the war, he built and owned a steamship on Lake Onondaga called the "R. P. Shoecraft," which he sold. He married Imogene Oviatt in 1863, and in 1870 was an auctioneer in Buffalo. Imogene died in 1871, and Ross came to Olympia shortly thereafter. By 1873, he established a Claim on Lake Howard, not far from Lake Shoecraft, just North of the North boundary of the Tulalip Reservation in Snohomish County. Ross was a chainman for E. M. Morgan at Port Townsend in 1872 and a compassman for Charles A. White near Spokane in 1873, before getting his own Contract in 1874 for the Squaxin Island Indian Reserve. Peterfield Turpin was the Notary for the oaths.

In 1874, Ross remarried to Annie Monk, who was the sister of the wife of Augustus Cowles, the Chief Clerk in the Surveyor General's Office. Contract 189 in 1874 was for T23N R2,3W at Belfair. Experienced Deputy Surveyor William Jameson signed the oaths, a son of Governor Ferry was chainman, and the Frazier Brothers, William and Washington were on the crew. William would later be a compassman, and Washington would operate a surveying business.

Also in 1874 was Contract 191 for two townships between Auburn and Bonney Lake. The Frazier brothers were on the crew. Contracts 202 and 218 in 1875 were for 5 fractional townships abutting the U. S. Border between Blaine and Sumas. Experienced Deputy Surveyor Ignatius Navarre was a chainman. Next in 1875 was Contract 210 for one township on the Skokomish river and two townships at Marysville. Experienced Deputy Surveyor Oliver Iverson was a chainman, as was the son of Judge McFadden. Washington Frazier was the axeman. Ross got sick shortly into this survey at Marysville, and was taken to Tulalip, while the crew continued on surveying, minus Iverson. There is a lengthy account of the beginning of this survey by Iverson in the biography section under Iverson.

It appears Ross had returned back East in 1876-77 by train from Oakland, CA, probably to bring his children West, for they first showed up in the Olympia census in 1877. He surveyed two fractional townships at Pysht and one at Lake Stevens in 1877. There were no recognizable crewmen this time. The last GLO Contracts of Ross were in 1879 for 3 townships between Port Angeles and Lake Crescent, with again no recognizable crewmen. No evidence could be found that he was examined on any of his Contracts. Victor Tull, a Clerk in the Surveyor General's office sued him for money in 1877. He was the Secretary of the Olympia Oyster Company in 1878. He was a civil engineer in Olympia in 1880, an Enrolling Clerk in the Legislature in 1881, a Deputy Sheriff in 1881 and 1889, and ran for Assessor and lost in 1882.

He was sued for money three times in 1881-82, once with Augustus Cowles as codefendant. Several parties were sued for a restraining order in 1884, including Ross and O. B. Iverson. Ross and Annie were sued twice in 1884 for money, foreclosed on in 1885, and in 1885, Annie filed for divorce. In 1886 he was convicted of adultery and served 10 months in 1886 at Seatco Territorial Prison near Bucoda, WA. Ross and Annie were still being sued while he was in prison, and again in 1889. He returned to society as a surveyor, and was in partnership with his son in the real estate business in 1890. In 1892, Ross applied for a marriage license for himself and a woman, but did not let the lady know until it hit the newspaper. Needless to say, they did not get married. He named himself a lawyer in 1892, an accountant in 1897, and a civil engineer in 1900.

Ross opened a cigar store in downtown Olympia by 1903, and ran it until 1911, when he declared bankruptcy. He remarried in 1907 to Ella, a Thurston County widow, but the marriage was in Missoula, MT. Ross was a member of the military reserves in Olympia in 1898, and spent the last ten years of his life as the Bailiff for the Superior Court. At one time he owned a 174 acre farm at Lacey. He is the namesake of Shoecraft Lake in Snohomish County. He died in Olympia. (biography)

**Simmons,
Alfred H.**

1832-1881

Dem

USDS

Contract 94

1867

to

Contract 122

1871

Alfred was born in New York, and attended West Point, per his obituary, but he does not show up in their records. He married Susan Irby in Clark County, Washington by 1858. In 1859-60 he served in the Washington Territorial House of Representatives, and was a census taker in Cowlitz, Clark and Skamania Counties in 1860. He was listed as a farmer in Lake River in Clark County in 1860, and patented a 160 acre Military Warrant claim on the West side of Lake River near Shillapoo Lake in 1866. In 1867 he moved to Klickitat where he was first named Sheriff by the Legislature, and then elected as a Representative to the Washington House from 1867-69.

In February of 1867, he was awarded Contract 94 to survey the exteriors of 11 townships. Eight of them were along the Columbia River from Priest Rapids to Vantage, and the other 3 were at Hanford. He was awarded Contract 96 in 1867, a Joint Contract with Henry Cock, for two townships at Lyle, 3 townships just East of Goldendale, and 2 townships between Prosser and Benton City. Alfred did all of the surveying. While surveying this Contract in Yakima County in 1867, he was bitten by a rattlesnake and almost died. Another Joint Contract with Henry Cock, Number 104, was issued in 1868 for 4 townships North of Prosser. Again, Alfred did all of the work.

He moved to Walla Walla in 1869, where he was City Surveyor 1869-70, County Surveyor from 1870-71, and owned a newspaper. His last Contract was Contract 122 in 1871 for 5 townships just East of Walla Walla. Future Deputy Surveyor, Francis F. Loehr, was an axeman. None of his Contracts were examined. Alfred was plagued by financial problems in the 1870's in Walla Walla, being sued for money at least 8 times. He had deeded some property into his wife's name, and had judgments filed against him. He was awarded Contract 327 in 1879 in Oregon, North of Elgin, but it was cancelled for unknown reasons.

Alfred was a surveyor in Umatilla, Oregon in 1880, and surveyed the plat of Grange City on the Snake River in Columbia County in 1881. He was living at Simmons Landing on the Columbia River East of Umatilla in 1881, where a wagon road was being built to the South. He died in 1881 in Umatilla County at age 49. Alfred had eight children, all born in Washington, and his wife was living with family in Lapwai in 1900 and died in Clarkston in 1828. His son, Isaac J. Simmons was an Oregon U. S. Deputy Surveyor.

**Simons,
Theodore**

1856-1936

USDMS

Mineral Surveys 1900
to
no more

Member AIME. Theodore was born in Luxembourg in 1856 and graduated from the Royal Polytechnicum of Munich. He worked in the iron mines in Germany until his immigration to the U. S. in 1886. He came West for UPRR at first, and married Magdalene "Maud" Moonlight in Wyoming in 1889, the daughter of the governor. They had a son in Utah in 1891, and Maud died in Boise in 1895. Theodore worked in the Idaho Surveyor General's Office in 1896, and while Maud had entertained in the theater, Theodore played the Cello in a symphony wherever he lived. Theodore remarried to Bertha Quimby and moved to Spokane where he was a consulting mining engineer by 1900, working for big mines in British Columbia and Coeur d'Alene.

He consulted for Anaconda Copper Mining company in Butte Montana before accepting a position at the University of Montana School of Mines in 1906, as Professor of Mining Engineering, achieving the Degree of PhD sometime along the way. He was a Professor for 30 years and wrote two books, "Ore Dressing" and "Air Compression", along with many very technical articles in the Mining Journals.

**Simpson, Burr
Henry**

1885-1941

Dem

USDMS

Mineral Surveys 1909
to
no more



1937

Member ASCE. ID PLS 200. Born in West Virginia as a descendent of the Aaron Burr family, Burr attended West Virginia Wesleyan College and then Ohio State University in civil engineering from 1900-03. He was a surveyor for railroads in West Virginia and Virginia from 1904-06, and then in Idaho and Washington through 1907. From 1907-09, he was in private practice in Spokane, including his Mineral Surveys of 12 Mining Claims.

From 1911-1914 Burr worked for RR's in Pennsylvania, and then switched his employment to the Ohio Highway Dept., where he was employed until 1917. He enlisted in the Army in 1918 in Cleveland. Burr had married in 1911 in Pennsylvania to Suzanne Meyers, and remarried in 1919 to Ruth Johnson in Charleston, noting that he was a widower. This was definitely Burr. This is strange, because he was listed in the 1920 census with Suzanne, and they were both living with Burr's parents in 1930. There was a daughter, Matilda, born in 1911, that only showed up in this census. He worked in sales for concrete and asphalt until 1926, when he became City Engineer for Buckhannon, W. V. until 1933, except for one year when he supervised the construction of the Pittsburg Airport.

He became a District Engineer for the West Virginia Road Commission until 1935, when he was appointed State Road Commissioner, serving until 1941. Burr then worked for industry in Charleston until his death in 1941 from cancer. He was living alone in the Hotel Holly in Charleston in 1940, but was listed as married. Among other involvements, he was at one time Chairman of the State Aeronautics Board.

**Slade, William
Columbus**

1855-1944

Dem

Comp

Contract 256 (as 1881
Compassman for
Joseph M. Snow and
Sewell Truax)

to

no more

William was born in Maryland, the son of a prosperous farmer, legislator, banker and merchant near Baltimore. He worked on the farm and obtained two years of college by 1882. By that time he had moved to Whitman County, Washington where he obtained a job on the survey crew of Joseph Snow. William was the Compassman for two townships West of Spokane for Joseph in 1882. He married Ida Fultz at Farmington in Whitman County in 1887, and they had their first child in 1888. He listed himself with the occupation of retired on the birth certificates of his children in 1888 and 1893, but ran for County Surveyor on the Democrat ticket in 1894. All of his children in 1888, 1894 and 1904 were born in California.

By 1900 the family had returned to Baltimore where William was a merchant in 1900 and 1910, probably to take over the family business, because his mother died in 1898, and his father in 1906. In addition, his father gave each of the children a large farm, and kept 400 acres for himself. William returned to Spokane by 1912, listed no occupation after that, and died there in 1944. There was a W. C. Slade that had extensive mining interests in Washington, British Columbia, California, Oregon and Alaska from at least 1899-1937.

**Slang, Charles
Albert
"Charley"**

1888-1987

USDS

Contract 696 (with 1910
Clarence Payne)

to

Contract 697 (with 1910
Clarence Payne)

Born in Minnesota, the son of a Norwegian immigrant farmer, Charles was still there in 1905. By 1907 he was an axeman and moundsman for George and Burt Campbell, East of Omak, and an axeman for their brother, Charles, in Idaho. He was also a helper in a mill in 1907, a clerk for the Spokesman Review in 1909, and attended Spokane College in 1909-10. In May of 1910, he received a Joint Contract with Clarence Payne of Spokane to survey 4 townships East of Chewelah and 3 townships West of Metaline. They shared the work. Charles also received Contract 793 in Western Douglas County, Oregon in 1910 for three sections. The Oregon Contract was examined by Albert Horton and approved without issue. The Washington Contract was not examined until 1912 by Fred Rase, and a portion was suspended.

Charles had left for Canada in 1911, and the 7-10 miles of corrections were up to Clarence. They were reexamined in 1913 and ultimately approved, after getting a Senator involved. Charles lived in Red Deer, Alberta, farming with his parents in 1916, and was in Hamilton, Alberta in 1918 on a farm which he had homesteaded. Charles married Zella Mae Wolfe in about 1920, a school teacher in Weyburn, Saskatchewan, and became a naturalized Canadian Citizen in 1923, when he was a grain buyer in Manitoba. By 1940, he and his wife had moved to Victoria, and he worked at odd jobs. From 1957 until when he died in 1987, he was retired there. Zella died in 1984.

Sloan, George**Washington***1825-1900*

Ind

Union

Rep

USDS

Contract 64 1862
(8/15/1862)

to

Contract 76 1863
(6/20/1863)

1867

George was born and raised in Clarion County, Pennsylvania, worked on the farm until he attended Jefferson College in Canonsburg, PA, and graduated in 1858 from Western Theological Seminary, Allegany, PA. George was sent to Washington Territory in 1858 to assist George Whitworth in expanding the Presbyterian Church, being paid a small stipend. He founded a church and school in Steilacoom, and then returned briefly to Pennsylvania in 1859 to get married to Rebecca Cokain.

He was elected School Superintendent in 1859 and 1860. George had to teach, survey, and do secular work to support his family. One of those jobs was the operation of Steilacoom Academy in 1861-62. He received Contract 64 for the survey of the exteriors of T20N R3,4E, surrounding Puyallup, in August of 1862, and did the work in the fall, with James P. Stewart as a chainman. Errors were found in the South and East boundaries of T20N R4E. George Whitworth, the surety, was notified, and he hired Henry Stevenson to correct the work in 1864. George ran unsuccessfully for Pierce County Surveyor in 1863. He next surveyed Port Townsend and Penn Cove Military Reservations in 1863 with James E. Whitworth as chainman.

The survey of Port Angeles Townsite in Contract 76 in 1863 caused concern to Anson Henry, and he sent Edward Giddings to investigate. Apparently the work was being done by the hour, and the ultimate price was reduced by one half and approved. Henry Stevenson was a chainman on that survey. George continued teaching and preaching, built a church at White River in 1867, was elected Pierce County Auditor in 1867, lost in another race for School Superintendent in 1869, sired 6 children by 1874, and was employed at the Indian School at the Puyallup Reservation from 1873-74. His wife died in 1873 at the school, and there was a probate-guardianship court case in 1874.

He was a minister with his brother's family in Limestone, Pennsylvania in 1880, and alone in Spokane in 1887 while teaching at the Indian School. George was an invalid at his son John's home in Clarion County, PA, in 1900, just before he died. His oldest son, John V., graduated from Harvard Law School, and 2 daughters were teachers in Pennsylvania. Two children died young in Washington. (biography)

Smith, Albert**Lee**

1878-1960

Dr/Clerk

Clerk 1903

to

no more



Albert was born at Butter Creek, Umatilla County, Oregon, on a small homestead. He joined the Washington Volunteers in the Spanish-American War in the Philippines in 1898, and served until 1899. In 1900, he was living with two sisters in Pullman, Washington, attending Washington Agricultural College. One of the sisters was a dressmaker, and the other a student. Albert temporarily replaced Peter Stixrud as a draftsman in the Surveyor General's Office of Edward Kingsbury in 1903.

He then worked in the King County Surveyor's office for 5 weeks before returning to Washington Agricultural College to finish his studies, graduating in civil engineering in 1904. Albert was: a civil engineer in Yakima in 1904-10, starting with the government on irrigation projects; the President of NW Paving Company in Spokane in 1918; a general contractor in Spokane in 1920; and a road contractor in Yakima in 1930. By 1942 he was retired and living in Vancouver, Washington, with his wife Mabel, and died there in 1960.

Smith, Alleck**C.**

1828-1875

Dem

USDS

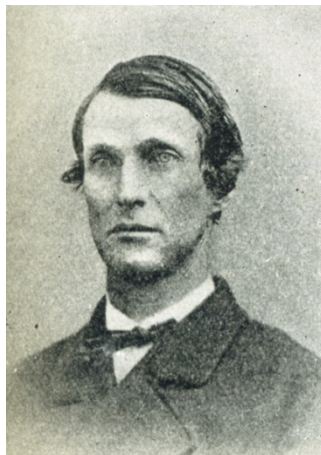
USS

Dr/Clerk

Contract 35 1858

to

Clerk 1861



1863

Alleck was born in Kentucky and graduated from Transylvania University with a degree in Law, before crossing the Oregon Trail in 1852. He filed a claim near Lafayette, OR, adjacent to Anson Henry, and married Anson's oldest daughter, Margaret. Anson received Claim Contract 13 under Whig John Preston in OR, with Alleck as chainman, and Alleck returned the favor under Democrat Charles Gardner in OR by using Anson's sons on his Contract.

Claim Contract 22 was Alleck's first Contract in his name. There were eight townships of DLC surveys near Amity, McMinnville and Yamhill. He appears to have used local settlers for most his crew. He next surveyed Contract 65 in 1856 for 8 townships in the foothills, three West of Gaston, and 5 from Dallas to Corvallis. Gordon Henry and Francis Henry were chainmen, and Milton Robbins was an axeman. In 1858, they both received Contracts from James Tilton in Washington for the survey of the Coast Guide Meridian and several townships adjacent. Alleck's Contract included the Coast Guide Meridian, North to the present Quinault Reservation, and a row of 7 townships from Montesano to the Pacific Ocean, all North of Grays Harbor and the Chehalis River. Alleck made an error in the triangulation across Grays Harbor.

Anson Henry, Gordon Henry, and Milton Robbins were crewmen on the Guide Meridian. Alleck surveyed the townships West of the Meridian in 1858, and Anson surveyed at least two of his townships also in 1858. Alleck was a chainman on a Contract for William Logan in Oregon, where E. S. Barnes was the chainman, and Alleck used E. S. Barnes as a compassman for this Contract. James Tilton ordered Matthew Murphy to examine Anson's work and it was rejected. Anson tried bribing Tilton, Chief Clerk Hall, and Murphy, but to no avail. Anson did not return personally in 1859, but used Alleck and George House as compassmen to do the corrections of two townships.

Alleck returned in 1859 to survey the townships East of the Meridian and to resurvey one of Anson's townships. He used compassmen, Milton Robbins and E. S. Barnes on all four townships. In running the North line of T18N R7W, he closed about 10 chains North of the Northwest corner of the township. Instead of correcting the whole line, he put all of the error in the North line of Section 6.

Alleck meandered the whole length of the Washkah River in T18N R9W, but it was corrected in 1875 by Charles Byles because the location as surveyed by Alleck was up to a mile off. He had decided to stay in Washington, and was living on some property on the Chehalis River. As early as 1859, Anson knew he was going to be the Surveyor General of Washington if Lincoln was elected. Alleck was practicing law, and ran for Prosecuting Attorney in 1860. Alleck received a Contract from the Office of Indian Affairs to survey the first boundary of the Quinault Reservation in 1861, and surveyed it in 1862.

Anson Henry was appointed Washington Surveyor General in 1861, and Alleck became a Clerk in the Surveyor General's Office until 1863, when he resigned to take the position of a Supreme Court Justice in Idaho. Anson Henry had been in Washington, D. C. to arrange this with Lincoln. His District was the one including Lewiston, the Capital. Alleck ruled for Lewiston as Capital of Idaho in a fight with Boise, with Boise eventually stealing the State Seal and the records. Alleck's successor ruled for Boise. Alleck was replaced after three years, and came back to Chehalis, Vancouver and Kalama, to practice law and work for the NPRR. He died of TB in Kalama in 1875.

**Smith, Ezra
Leonard**

1837-1921

Rep

USDS

USS

Contract 141 (with 1872

Rollin J. Reeves)

(7/20/1872)

to

Contract 216 (with 1875

Samuel Spray)



1889

Ezra was born in Vermont, and along with his wife, attended Lombard University. He was an attendee to the Republican Convention that nominated Lincoln, having visited Lincoln in Springfield. He married in March, 1861, and set sail for Panama and California right away. Ezra mined in El Dorado County, was elected to the California Assembly in 1864-65, and then was appointed Secretary of Washington Territory, serving as acting governor for a long period.

He was a member of the Washington Territorial Council from 1871-72, and with two others, he started the first bank in Olympia. From 1872 to 1876, he partnered first with Rollin Reeves, and then Samuel Spray, to survey Contracts in Washington. There is no record of surveying experience for Smith. Their first Contract was for the 5th Standard Parallel North from R30E to R16E, or from East of Ephrata to Cle Elum, which was surveyed by Reeves. They surveyed 5 townships around Ellensburg, of which Ezra surveyed one. They left 5 townships in their Contract unsurveyed, apparently in haste to proceed to the Washington-Idaho Boundary, in order to finish it by the end of the year.

They began the survey of the Eastern Boundary of Washington in late summer of 1874. The beginning point was the confluence of the Clearwater and Snake Rivers at Lewiston. Reeves spent two weeks mapping that point, including floating barrels down the Clearwater. They set a stone on the North bank of the Snake, and headed North to the Canadian Border. Charles Denison, a young professor at the University of Michigan, was chosen as astronomer, with Ezra as assistant astronomer. Winter set in in the mountains on the North end of the line before they reached the border, food ran short, and they nearly perished. They did not find the Canadian Border marked, and when returning, it was disclosed that that portion had not yet been surveyed.

The next Contract was another Joint Contract with Reeves for 5 townships Northeast of Washtucna. Reeves surveyed three and Ezra surveyed two. His last Contract in 1875 was a joint one with Samuel Spray for three townships across the River from Hood River, and two townships in Southwestern Klickitat County. Spray surveyed 4 and Ezra surveyed one at Appleton in 1876.

Before moving to Hood River in 1876, he had earlier purchased a large acreage and built a home near there. Ezra planted an orchard, built a store and renewed his health. Except for a term as Register of the Land Office in The Dalles from 1883-86, he stayed on his farm. In 1889, he was Speaker of the House in Oregon, and at one time was a Senatorial Candidate. He was an active Mason, President of the State Horticultural Society and the State Board of Agriculture. He died in Hood River, and at his request, his remains were cremated and cast on the Columbia River. At his request, his wife was disinterred and cremated also. (biography)

**Smith, Isaac
Williams**

1826-1897

Dem

EX

USDS

Comp

Contract 11 1855
 to

Contract 164 1892

(Survey by David

D. Clarke as
compassman)

(supv. by Isaac

Smith and Charles
White)



Member ASCE. Isaac was born in Fredericksburg, VA and graduated from Fairfax Institute and the Virginia Military Academy, the latter with high honors. He then had the following assignments:

- Assistant engineer on the northeast boundary of the U. S.
- Second lieutenant in the Mexican War
- Assistant astronomer on the parallel between the Creek and Cherokee Nations
- In 1852 was Assistant astronomer on the parallel between Iowa and Minnesota

□ Resident Engineer on the Alexandria RR

□ Assistant engineer on the Southern Route of the Pacific RR surveys, 1853

In 1854 he came to Washington as engineer for the construction of lighthouses on the coast and Puget Sound. In June of 1855 he received, from long-time-friend James Tilton, Contract 11 in Washington for the survey of the 5th Standard Parallel North, West to the Pacific Ocean, but only surveyed 24 miles of it. Seventeen-year-old George Bright was the Examiner.

Isaac and Thomas F. Berry received Contracts 20 and 21 in 1856 for the survey of the 6th Standard Parallel North, surveying East across Bainbridge Island and Admiralty Inlet to Seattle. There were 3 townships at Case Inlet and Bainbridge Island in which they shared the work. During the Indian War, Isaac served as aide-de-camp to Governor Isaac Stevens. After the war in 1859, Isaac and Jared S. Hurd received Joint Contracts 45 and 46 for the extension of the Puget Sound Guide Meridian and 20 adjacent townships. Nathaniel Terrill, Charles A. White, and Phillip R. Thompson were on the crew, with White and Terrill sometimes acting as compassmen. Isaac and Jared shared the work.

In 1860 Isaac was appointed Register of the Land Office at Olympia. At some time he was acting Territorial Secretary under Gov. Isaac Stevens. He was the compassman for William Carlton at Walla Walla in 1861, and after a brief visit to the Caribou gold fields, he returned to Virginia and joined the Confederacy in 1862. He served as Captain of Engineers in charge of pontoon bridges for the Virginia Infantry. He was later brevetted to Colonel. He worked on the defenses of Petersburg and Richmond. After the War, he had the following assignments:

- division engineer for the Imperial Mexican RR
- construction engineer on the Central Pacific RR
- in charge of surveys for NPRR along the Columbia and Cowlitz
- design and construction of the locks at Oregon City

In 1873, William McMicken gave Isaac Contract 164 for 10 townships South of Spokane. This was in fact only, and not in his name, for because of his confederate history, he could not work for the federal government. The Contract was in the name of David D. Clarke, with Isaac hiring David by the day. Charles A. White, Ross Shoecraft, and James Tilton Sheets were in the troop that wended their way to Spokane. Clarke did a good job, and he and Isaac worked together much of the rest of their careers. In 1874, Isaac designed and surveyed the City of Tacoma and terminal improvements for NPRR. Isaac inherited a plan by the landscape architects, Olmstead Brothers, that was very curvilinear, and changed it to the square grid that exists in Tacoma today. Clarke was an instrument man on the city survey.

Continuing with assignments:

- Report on the navigability of the Fraser River
- Study and report on the water supply for the City of San Francisco for George Mendell
- Board of Railroad Commissioners for the State of California
- Chief engineer for the Sacramento Drainage District
- In 1881 was named head of the Cascade RR surveys for NPRR which identified and surveyed Stampede Pass among others. David Clarke was an assistant engineer.
- In 1881 was Chief engineer for the Oregon Pacific RR at Corvallis.
- Chief engineer for the Tacoma Light and Power Co. David Clarke was an assistant engineer.

From 1886 until his death in 1897 in Portland, Isaac was in charge of the Portland Water Bureau. He conceived, designed and constructed the present Bull Run Water supply for Portland, and the pipelines and reservoirs necessary for a growing city. David Clarke signed on as his assistant in 1893, and succeeded Isaac as Chief Engineer for the Portland Water Bureau in 1897 upon the death of Isaac. Isaac never married. (biography)

**Smith, Norman
Rogers**

1857-1954

Rep

Contract 289 (as 1883
compassman for
Oliver B. Iverson
to
no more



1915

CA PLS 914. Norman was born in Rhode Island and was the son of Victor Smith, the nemesis of Anson G. Henry. He was also the brother of Warriner E. Smith. Victor was born in Ohio, where his father was a reporter. After Lincoln was elected, Victor was named Head of Customs for Puget Sound, and the family travelled via Panama to Portland. There they transferred to Indian dugouts to the upper Cowlitz, and finished in wagons to Olympia. They took an open boat for 3 days to Port Townsend.

Victor, a strong man sent by Lincoln, replaced the Democrat secessionist staff there, and arrested one of their friends, a deserter. An assassination attempt was made on Victor, and he moved to the Fort. Victor created the National City of Port Angeles, and by Congressional order, moved the Customs house there, away from the Democrats. Anson Henry was named Surveyor General in 1861, and he and Victor became instant enemies, even though they were from the same party.

Victor went to Washington, D. C. in 1863 to defend himself, and he took Norman with him. Norman met Lincoln, and played marbles with Tad Lincoln. Anson Henry again had demanded that Lincoln fire Victor Smith in 1864, and Victor and family returned to Washington, D. C. He did resign, but received the job of Customs Agent for the entire Pacific Coast. The family attended Lincoln's Second Inaugural.

They headed home, with Victor carrying 3 million dollars in greenbacks. His boat was purposefully wrecked by the Captain to facilitate a robbery. All were stranded on an island while the boat was looted by the crew. Victor alone stayed behind for three weeks to find the 3 million dollars, while his family went home. On returning home in 1865, Victor was lost in the sinking of the Brother Jonathan, along with Anson Henry. Anson had stated on leaving Port Townsend that he would "follow Victor Smith to hell." Within months, the Port Townsend crowd moved the Custom House back to Port Townsend. Victor's wife, Caroline, remarried in 1869, and the family moved to Mercer Island. Soon, an uncle of Caroline, who was the Sergeant at Arms for the U. S. Senate, came to bring them all back East.

They lived in Nebraska, with Caroline's husband becoming the Postmaster of the Senate. Norman went to Washington and served as a Page in the Senate, and then returned to Nebraska to work on the farm. He returned to Port Angeles at age 19, and worked for a year to save money for school. He entered Barnard's Business College in San Francisco, working for his board. One job was as a chainman for Minto on GLO Surveys. He also worked as a recorder for Professor Davidson of the Coast and Geodetic Survey. After 4 years of study, he returned to Port Angeles to be a surveyor, and married Nellie Littlejohn in 1881.

In his memoirs, he noted that he acted as U. S. Deputy Surveyor for O. B. Iverson in Whatcom County in 1883. He said in his diary, "I went to Whatcom and surveyed two townships there as a Deputy United States Surveyor under O. B. Iverson." Norman had to sue Iverson for \$113 in pay, and won before a jury. The next several years were spent in surveying, promoting and building Port Angeles, with the purpose of bringing the Custom House back there in honor of his father. He accomplished his goal, and brought his mother back just before she died. He made the preliminary survey for the Port Townsend & Southern RR, the Satsop RR, and a RR South from Clallam Bay. He owned a shingle mill in 1889. He divorced and remarried in 1890 to Mae J. Smith at Port Angeles, and from 1891-94 was Mayor of Port Angeles.

The panic of 1893 probably diminished his empire on the Straits, and by 1897, he was in Alaska. He surveyed on the Skagway to White Horse RR, and in 1900 platted Nome, while working as both a U. S. Deputy Surveyor and a U. S. Deputy Mineral Surveyor. He scouted a stage line from Nome to Cooks Inlet, some 600 miles, and was promoting it to investors. He then made a preliminary survey of a RR over the same route, calling it the Transalaska Railway. He got into a fight with his brother Warriner, who stole the plans, and formed a rival RR company, attempting to secure approval from Congress. Norman patented a new propeller in 1906, and invented a rotary engine to be used in shipping. In 1907, he was trying to raise \$10,000,000 to build a fleet of ships. He was in Pasco in 1910 with his brother Victor.

Norman moved with his family to California, where he was surveying and promoting a drainage project near Red Bluff, to be known as the California Colonization Company. The last several years of his life were spent at Moonstone Beach, near Arcata, where he lived a simple life in a small cabin. For years, he and his wife had separate cabins, with his stepdaughter, Lois, communicating between them. Before he died, Norman was quoted, "I have been trying for big things all my life and have at various times almost attained my goal. It took three major national disasters to stop me." He was the namesake of Norman's Creek, running through Port Angeles, since renamed to Peabody Creek. (biography)

**Smith,
Warriner
Ellsworth**

1855-1919

USDS

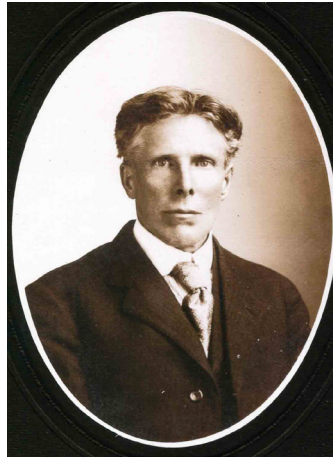
Contract 380

1892

to

Contract 395

1892



Warriner was the son of Victor Smith, the nemesis of Anson G. Henry, and the older brother of Norman Smith. Born in Ohio, Warriner in essence followed the childhood history of Norman described previously, up to and including farm life in Nebraska. He married Jennie Richards there in 1884 and was a mechanical engineer there in 1885. By 1887 Warriner, Jennie, their daughter Gertrude, and Norman were all living together in Clallam County.

He became Clallam County Surveyor from 1891-92, and was awarded 3 Contracts in Washington in 1892, all of which he surveyed, and submitted field notes to the Surveyor General in August of 1893. It is likely that Norman participated in these surveys. The first was for the South and East boundaries of the Makah Indian Reservation. The second was for subdivisions of portions of the Reservation into 10 acre allotments. The third was for one township Southwest of Port Angeles and three townships Southwest of Clallam Bay. The notes were without oaths, and ordered to be corrected, which never happened. He was rejected for all three townships, never paid anything, and was debarred from further GLO work in 1896. It is unknown whether his lack of response was due to him being in Alaska.

Warriner was the chief engineer for the Trans-Alaskan Railway in 1901, capitalized at \$50,000,000 to construct a railroad and ferries from Cook Inlet to Siberia. The project had been a joint project with Norman, but they had a fight, and Warriner stole the plans and helped form a rival company over the same route. Warriner was noted as a Deputy Surveyor and Deputy Mineral Surveyor in Alaska in 1903. He was the Postmaster of Dutton, Alaska at the terminus of his RR in 1908, and was promoting the Nushagak River from Seattle in 1910. In 1909 he was bonded as a USDS and USDMS in Alaska. By 1910 Warriner was a civil engineer in Seattle, and investigated black sand for mining at Sultan in 1916. He died of kidney failure in Seattle in 1919. He was the namesake of Warriner's Creek running through Port Angeles, since renamed to Valley Creek. (biography)

**Snodgrass,
Herbert
Eugene**

1872-1895

Rep

Dr/Clerk

Clerk

to

no more

1892

Herbert was born in Iowa to a lawyer father, and moved to Clark County, WA after 1879 with his family. His father became Clark County Auditor, with Herbert and two sisters working as clerks in the Auditors office in 1891. Herbert was appointed a Transcribing Clerk in 1892 in the Surveyor General's Office of Amos Shaw, also of Clark County. Herbert had married in 1892 in Multnomah County, OR to Eva M. Woodruff of Clark County. He died in Olympia at age 22 of "quick consumption" (T. B.). while still working in the Surveyor General's Office, and left a wife and baby.

**Snow, Joseph
Marshal**

1850-1929

USDS

USDMS

Contract 142 (with 1872
John Cornelius)

(7/12/1872)

to

Special Instructions 1906
(7/31/1906)



1889

Born in Maine, Joseph came with his widowed mother to Whidbey Island in 1869, where he taught school for two years. In 1870-71 he was a chainman and axeman for John Cornelius at Sedro Woolley and Snohomish. Joseph was Island County Surveyor from 1872-84. He received a Joint Contract with John Cornelius in 1873 for 7 townships between Mount Vernon and Sedro Woolley, of which Joseph surveyed two townships.

He would continue to participate in 16 Contracts over 33 years in Washington. Again in 1873, he received a Joint Contract with Thomas Reed, Addison Lindley and Henry McCartney for the survey of allotments in several Indian Reservations on Puget Sound. Reed was the ex-Chief Clerk, and the other two were NPRR engineers. Joseph surveyed the Lummi Reservation by himself, and shared the Tulalip and Puyallup Reservation survey with Lindsley and McCartney. In another Contract, he surveyed a township North of Sedro Woolley on his own in 1873. Contract 192 in 1874 for 4 townships on the Yakima Reservation was shared with Ignatius Navarre and Thomas Reed. Joseph surveyed one township. He surveyed T19N R19W North of Aberdeen as part of a Joint Contract in 1875 with Ignatius Navarre.

He spent two years building levees on the Fraser River in Canada sometime during this period. Joint Contract 228 with Ignatius Navarre in 1877 was for 5 townships Northeast of Ellensburg, of which Joseph surveyed 4 townships. Another Joint Contract with Ignatius Navarre in 1877 at Vantage was for three townships, of which Joseph surveyed one township. Joseph was awarded two Joint Contracts in 1880 with Sewell Truax for a total of 45 townships. All were surveyed by Joseph with two being surveyed under Joseph by compassman William Slade. Contract 277 for three townships in 1881 was surveyed and the notes turned in in 1882. One was approved before the Surveyor General's Office burned in 1883.

The Commissioner did acknowledge that Joseph submitted the notes, but since they were not approved, and Joseph did not retain a duplicate, he would have to redo two townships. Since he had obtained other employment, Joseph requested to be relieved of his obligation. It was granted by the Commissioner, but he was not paid for the two townships. In 1882 he entered into a Joint Contract with Arthur White for three townships North of Davenport, and two townships North of Spokane, for which they were sued for the money they had borrowed. Those North of Spokane were surveyed by Snow. Joseph was appointed Seattle City Engineer in July 1882, lasting until August 1883 when he was replaced. During that time, he supervised sewer construction and street regrading. In the summer of 1884, he surveyed 7 mining claims in the Summit District in King and Kittitas Counties.

He received Contract 326 in 1886 for 5 townships Northeast of Rock Island. This was the first Contract of his to be examined. Joseph used David Benton Greenwalt as compassman for all the work, and submitted the notes. The Washington Surveyor General challenged him on his closures, and asked for him to explain himself. He tried but lost, and in 1890, T22N R22E had to be redone in the field by Joseph himself. By 1887 he was in Waterville as a Probate Judge and town supporter. He participated in the removal of the County seat to Waterville, and was elected to the Legislature in 1889. Joseph and his mother platted the town of Chelan Falls in 1891 at the confluence of the Chelan and Columbia Rivers. He married Eliza O'Neil in King County in 1890. Joseph became a land examiner for NPRR in 1896 and Spokane County Engineer in 1902-05.

His last Contract was Contract 622 in 1904 for 3 townships near Tonasket. He was suspended because he did not survey an Indian Allotment, but negotiated Special Instructions to do that portion on Per Diem. From 1905-09, he was the first State Highway Commissioner for Washington, but was removed and charged with embezzlement of money. He was acquitted by a jury of Grand Larceny, but lost and had to repay the money in a civil suit. In 1910 he was a draftsman for the Spokane County Assessor, and was then County Engineer for Ferry County. He was deputy county engineer in Spokane County from 1926-29, and died in Spokane in 1929 while holding that position. (biography)

Sohns, Louis R.

1827-1901

Dem

Rep

Comp

Special Instructions 1862

(as compassman

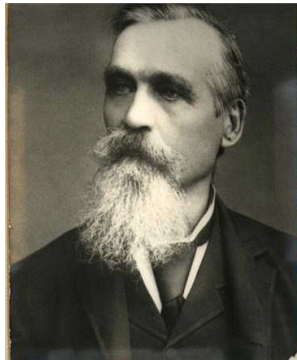
for Levi

Farnsworth for a

portion)

to

no more



Louis was born in Germany and attended Heidelberg University, but he participated in the 1848 Revolution, and left the country in 1850, emigrating to the United States. He stayed in the East for awhile, joined the Army, and was transferred to Fort Vancouver and the 4th infantry with Ulysses S. Grant in 1852, arriving via Panama.

He left the Army in 1856 and worked in painting and construction until 1866, while serving as Clark County Treasurer from 1862-66. He was elected to the Washington Territorial Council in 1864. Louis and D. F. Schuele, his brother-in-law, started Sohn and Schuele in 1866, a mercantile business in downtown Vancouver, which lasted many years and traded up and down the coast. His partner was also the father of USDS Louis F. Schuele. Somehow Louis became the compassman for Levi Farnsworth for several Donation Claims in Clark County in 1862. That was the year he was first elected to be Worshipful Master of the Masonic Lodge in Vancouver, and followed that experience in 1870, 74, 76, 84, 85 and 1886. He had real estate interests in Vancouver and Seattle, including an interest in the Vancouver, Klickitat and Yakima RR out of Vancouver.

He was a real estate developer, built and operated a street car line and water system in Vancouver, and built a brick building downtown that formerly housed the Frontier Restaurant. He was an original stockholder in the Michigan Lumber Company, a power in the lumber business, and formed a barrel manufacturing factory in Puyallup, making millions of barrels. In 1883, he was a principal founder of the First National Bank of Vancouver and was its first President. He left that position to take his second term as Mayor of Vancouver in 1889, having served the first time from 1875-79.

He was also a member of the State Constitutional Convention in 1889. Late in his career, he fundraised for the State Deaf and Blind Schools in Vancouver, and became a Trustee and Treasurer. Louis had several children and died in Vancouver of a stroke in 1901, upset shortly after the Bank failed, even though he was not running it.

**Spearin,
Wyndham
Tobias
"Windom"**

1865-1895

SES

USDS

Special Instructions 1892
to

Contract 434 1893

Windom was born in Ontario, Canada into the large family of an Irish farmer. He was a clerk in the 1881 census and served as a trooper in Steele's Scouts in the North West Rebellion in Canada in 1885, for which he was awarded a medal. He worked in Seattle as a rodman for W. D. Clegg in Seattle in 1888 and a surveyor for Hawthorne & McMonagle in 1892. Windom was appointed a Special Examiner of Surveys in March of 1892, inspecting at least 5 Contracts, causing several to need resurveys. He received his own first two Contracts in June of 1892 for 6 townships between Quincy and Waterville. A. B. Wood examined his survey, with the only comment that his posts were too small.

Windom received his last Contract in June of 1893 for two fractional townships at Darrington, and another fractional township Northwest of Chewelah. They were surveyed in 1894 and accepted in April of 1895. He received a draft for \$3423 for the work, but had not paid his crew, and they, and their assigns, had sued him and won a judgment. He tendered an offer to pay the principal, without interest or costs, but they asked for the judgment amount. The newspapers indicated that he left Seattle with \$2500, some of the money owed to his assistants, and headed for Callao, Peru. He died on the way at age 30 when the steamship Colima sank off the Western Coast of Mexico on May 28, 1895. With him was Matilda Phelps, his "cousin" or "wife", depending on the accounts, Genealogy records indicate that they were headed to Australia.

Spray, Samuel**J.**

1843-1913

Rep

USDS

Contract 162 (with 1873
Samuel H. Brown)
(7/16/1873)

to

Contract 216 (with 1875
Ezra Smith)

1875

Samuel was born in Indiana and educated in the Quaker school system, graduating from Quaker led Earlham College in 1869 with a B. S. in Civil Engineering. Sometime between 1863-66, he taught school for the Friends at the Kaw Indian School in Kansas, and after graduation he worked at Bridgeport, Indiana as a civil engineer. Samuel arrived in Portland, OR on the steamer Oriflamme from San Francisco in April of 1871. He declined the job offer of Chief Draftsman for Lewis Beach in the Washington Surveyor General's office in 1872, but recommended David Clarke for the job, another pacifist.

His first Contract in Washington was for T5N R11,12E, Southeast of Trout Lake, held jointly with Samuel H. Brown. Before the Contract was finished, Brown and another chainman quit, "...for reasons not necessary to explain...", and Samuel had to hire replacements, which was recorded in the notes. Another chainman refused to sign the oath because of a pay dispute. Another Contract in late 1873, for two fractional townships at White Salmon, was surveyed in 1874. His last Contract was a Joint Contract with Ezra Smith for 6 townships, 5 of them between Stevenson and White Salmon, and one at Glenwood. All but the one at Glenwood were surveyed by Samuel in 1875. In 1873, Samuel had filed a homestead near Glenwood and another near Yakima.

He was a chainman for Winfield Chapman East of Roseburg in early 1875 and signed the final oath in July. He returned East late in 1875 and spent some time with Earlham classmate, Benjamin Trueblood, the head of the American Peace Society, and again worked as a civil engineer in Bridgeport, Indiana. By 1880 he was a surveyor in Silver Cliff, Colorado.

Samuel returned East in December and married Ruth Hinshaw, a college teacher and an 1874 graduate of Earlham College. They probably met through the Peace Movement of Benjamin Trueblood. They returned to Colorado, where they stayed at Chaffee and Salida until Samuel died in 1913. He maintained a practice as a civil and mining engineer, and a U. S. Deputy Mineral Surveyor. They had a daughter in 1882, and lost twins in 1885. He was part of the incorporation of a RR in 1888. He won a Chaffe County election in 1897 as a Republican, and was County Engineer at Salida in 1907 and City Engineer in 1910.

His wife, Ruth Hinshaw Spray, was active in the American Peace Foundation, and a Who's Who in America. She taught school at a seminary in Michigan from 1874-77, and taught History and English at Penn College from 1877-80. She was: Vice President of the American Peace Soc. for 16+ years; State Supt. of Peace and Arbitration for the Colorado W.C.T.U.; Member of the Universal Peace Union; an officer of Colorado State Bureau of Child and Animal Protection after 1900; Member Colorado Women's Suffrage Association; District 12 President Colorado W.C.T.U.; Delegate to Internat Peace Conference in Boston in 1904; and a Auxiliary Member of the Retail Clerks Union. After Samuel died in 1913 in Salida, Ruth generally followed her daughter while keeping active until she died in 1928.

**Stanley, Frank
Dennis**

1854-1925+

USDMS

Mineral Survey 1898

to

Mineral Surveys 1902



1879

Born in either Canada or New Hampshire, Frank graduated from Dartmouth in 1879 with a degree in civil engineering. He married his first wife, Mary Carleton, in 1880 in Vermont, and then worked in Michigan until 1886. After three children, Mary died in 1886. He remarried to Caroline Adams in 1887, and after a brief stay in Missouri, he came to Spokane in 1889, where he formed a partnership in engineering with first Wilbur Waltman, and then Ulysses Hough.

In 1893 Frank operated a shingle mill with Albert O'Donnell, and from 1895-1905 he was a civil engineer and surveyor on his own in Spokane. He surveyed 33 Mining Claims in Eastern Washington from 1898-1904, and 34 Mining Claims in Grant and Baker Counties in Oregon from 1901-04. By 1900, Frank had sired 9 children. Caroline died in 1901 in Spokane, and he married again in 1907 to Anna Swett in Iowa. They were living in Baker, Oregon from 1908-12 with Frank's youngest son, where Frank worked as a civil engineer. By 1920 Frank and Anna were in Hermiston where Frank was a farmer. The Oregonian reported that in 1925, Anna filed for Divorce.

Staples, Waller**Redd Jr.***1871-1927*

Dem

Special Instructions 1895

to

Special Instructions 1898



Born in Virginia in 1871, Waller, Jr., attended Washington and Lee and graduated from MIT in 1893. He was the nephew of Waller Redd Staples, Sr., a graduate of William and Mary, a Virginia Representative before the War, a two term Confederate Congressman for the South, a Justice on the Virginia Supreme Court from 1870-1882, and a Democrat Presidential Elector in 1884. Waller, Jr., worked for the Corps of Engineers on canal work after graduation, and then was appointed a Special Examiner of Surveys from 1894-99.

During that time, he was a Clerk for the GLO in Washington D. C. also. Waller was in Washington State from 1895-98, and made 20 survey examinations. One of those was of William Elwell in T4,5N R4E. He reported it as a very bad survey, and Elwell quit, leaving it up to the sureties to finish. Waller's party left that examination early, because a forest fire burned up their camp and all supplies and provisions.

During the time that Waller was an Examiner, he also studied law, and graduated with a law degree from National University in 1899. He was a lawyer after that, at first in Lynchburg, and then in Roanoke, Virginia until he died in 1927. Waller married Olivia Trout in 1901, and they had two children. In 1909, he was appointed Judge of the Corporation Court at Roanoke for a term of 8 years. During that time, he was appointed by the Governor to try a very notorious murder case, about a courtroom that was shot up by the Allan Clan with the judge killed. After 1922, he was the trial attorney for the Norfolk and Western Railway Company. He died of influenza in 1927 in Roanoke.

Stearns, Henry**Noble***1819-1892*

USDS

Claim Contract 4 1856

to

Contract 212 1875

(8/2/1875)



1880

Henry was born in Massachusetts, the son of a farmer, and crossed the Oregon Trail in 1851 before settling in Claquato, Lewis County, in 1852, where he filed a DLC 1 mile west of Chehalis on the Chehalis River. He started farming and surveying right away, doing notification surveys for the settlers and road surveys in Lewis County. Early on, he was a teacher, and served as Superintendent of Schools for many years. This would suggest that he had an education.

His first Contract in 1856 was to survey 23 DLC's in Lewis and Thurston County, including his own DLC, about which he said that it was flooded yearly from 1-5 feet, but had first rate soil. They were surveyed over several years with his future brother-in-law and future Deputy Surveyor, Nathan Goodell, as chainman for most of the work. Future Deputy Surveyor Freeman Brown was a chainman in 1857 also. From 1857-60, Henry surveyed 3 Contracts in close proximity to Chehalis, using Nathan and Freeman as chainman for portions. Nathan was the compassman for one township on Grays Harbor. Republican Anson Henry came along as Surveyor General in 1861, and Henry would not have another Contract until 1866.

He was elected Lewis County Surveyor for three terms, 1858-59, 1865-1872, and 1875-81, and along the way would become County Auditor and Treasurer, sometimes occupying more than one office at once. He surveyed the plat of Claquato in 1857 and was a member of the Washington Territorial House of Representatives in 1860. Henry married Mary Goodell in 1863 in Forest Grove, a widowed daughter of the preacher at his church. She had four children, and Henry sired three more of his own. One of her sons was future compassman, Francis E. Meloy. Her brother was Nathan Goodell, the compassman for Henry, and later would become a Deputy Surveyor.

His Contract in 1866 was for two townships up North at Mount Vernon. From 1871-73, he had 4 Contracts on his own near home, with step-sons William and Francis Meloy, serving on the crew. Henry received a Joint Contract in 1873 for 6 townships with James T. Berry of Chehalis, a Republican. They shared the work, and again his step-sons worked on the crew. His last Contract was at Pe Ell in 1875, except for a small job under Special Instructions at Claquato in 1877.

He was a Christian, supporting the Presbyterian Church at Claquato, even for 17 years while it had no minister. Henry purchased 200 more acres northwest of Adna at Fayette, and built or expanded a house there, from which he operated as postmaster from 1880-1892. He kept a diary for years, logging many of his surveys, and noted common farming activities such as hollowing out a log to scald a hog. He is the namesake of Stearns Creek, Stearns Road, Stearns Hill, and Stearns Hill Road, all near Claquato or Adna. There are many years of diaries and field notes of his at the Washington State Library in Tumwater, Washington. (biography)

Stevens, H. R. H. R. Stevens was a transitman for John K. Ashley on the
(H. H.?) Port Angeles townsite survey in 1891.

Comp
 Contract 371 (as 1891
 transitman for John
 K. Ashley)
 to
 no more

Stevenson, CA PLS 1145. Born in Canada, Henry attended
Henry John Washington County Seminary and Collegiate Institute in
1840-1926 New York from 1861-62. From 1862-64 he was a chainman
 Wkngmn and axeman for George House and George Sloan in Port
 Angeles. He received his own Contract in 1864 for
 Contract 77 1864 T20,21N R4E. He corrected the South Boundary for George
 (8/12/1864) Sloan, did the subdivisions, and surveyed 17 DLCs. He was
 to awarded Contract 85 in 1866 near Yakima, but did not do
 Contract 85 1866 the survey. Henry surveyed a road in King County from the
 (6/23/1866) White River to the Duwamish River in 1867. By 1869 he
 was in Portland, OR, where he married a local girl, Sarah E.
 Hoyt. Between 1869 and 1874, he received three Contracts
 in Oregon for a total of 15 townships, all in Columbia
 County. His first was a Joint Contract with Martin McCall,
 and he used Thomas Chapman and Joseph Dobbins as
 chainmen on the later Contracts.

Henry was Portland City Surveyor from 1869-1872. He was advertising as a surveyor in Los Angeles in late 1874, and between 1876 and 1884, he produced beautiful maps of the Los Angeles area, which are selling for high prices on the internet now. He received an appointment as a U. S. Deputy Surveyor in California to examine improvements on Rancho Santa Monica in 1876. A baby daughter drowned in 1878, and in 1879 Henry ran for State Surveyor General of California on the Workingman Ticket and lost. He returned East for a visit of several months in 1882. From 1884-87 Henry was involved in speculative real estate development, selling acreage and lots. He suffered several business and personal foreclosures in 1888-89.

Henry was listed as a surveyor in the censuses in Los Angeles in 1900, 1910 and 1920, and was noted as surveying several large ranches into developments over the years in Southern California. There was a Henry J. Stevenson in Riverside, California convicted of selling obscene photographs in 1894, who served 150 days in jail. By 1900 Henry and Sarah were not living together, but did not divorce. Sarah died in Monrovia in 1923 and Henry in Los Angeles in 1926.

**Steward,
George
Harrison**

1828-1903

Rep

Comp

Contract 121 1871

(Compassman for
Levi Farnsworth)
(6/10/1871)

to

no more



1879

Born in Indiana, George came to Lafayette, OR via the Oregon Trail in 1850, where he soon was named Clerk to the Territorial Court, and served as Deputy Auditor of Yamhill County. He was elected Auditor from 1855-57, and studied law in his spare time, being admitted to the bar in 1861. He was elected to the Legislature in 1858 and was named Quartermaster General of Oregon. In 1859 he was elected the first County Judge of Yamhill County. Somewhere in this time, he served on a GLO survey party.

George moved his practice to Vancouver in about 1868, and in 1869 was elected to the Legislature, where he was Speaker of the House. The field notes listed him as the compassman for Levi Farnsworth in his 1871 Contract for T3N R3E, which had over 1000 feet of distortion. He notarized all of the oaths of the field crew in the Farnsworth 1872 Contract in Yakima. Farnsworth was then 68 years old, and it is likely that George was compassman there also. Steward surveyed a plat in Vancouver in 1872, and was a chainman for Farnsworth on the St. James Mission survey the same year. He was Clark County School Superintendent 1876, a Delegate to the first Washington Constitutional Convention in 1878, Speaker for the Washington Territorial House in 1879, Vancouver City Attorney in 1881, and a Justice of the Peace at the time of his death in 1903.

**Stewart,
Heman B.**

1843-
Rep
USDS
Special Instructions 1883
(5/24/1883)
to
no more

Heman B. Stewart was born in Canada, attended Michigan State University from 1866-68, and was from Ionia, Michigan at that time. He was appointed Whatcom County Surveyor in 1880 after the death of John Cornelius, while at the same time teaching school. He occupied that position as a Republican until at least 1883, surveying many County roads. He received a Contract by Special Instructions in 1883-84 to survey the Lummi, Tulalip, and Swinomish Indian Reservations. He patented his Claims near LaConner in 1883-84, and was a farmer in Yakima in 1910-1930. An H. B. Stewart ran for County Surveyor of Crook County, OR in 1896 on the Republican Ticket. Nothing else has been found at this time.

**Stewart, James
Porter**

1833-1895
Rep
USDS
Contract 69 1862
(9/15/1862)
to
no more



James was born in Delaware and educated at the Delaware Literary Institute in the Class of 1851. He taught school before traveling West via Panama and San Francisco in 1854, settling in Corvallis, Oregon for 5 years, where he was a merchant and the Sheriff of Benton County. As one of the first settlers in Puyallup, he filed a donation land claim there in 1859. He taught school in Old Tacoma, Spanaway, and Steilacoom.

He soon became a probate judge from 1861-64, and was a chainman for the exteriors of T20N R4E for George Sloan in 1862. His only Contract was number 69 in 1862 at Puyallup for the subdivisions of the same township, but it was surveyed by Henry Stevenson 2 years later, with James as a chainman. James married Margaret McMillan in 1864. He moved on to the job of bookkeeper in the old Tacoma Mill until 1871, and ran unsuccessfully on The Republican ticket for the Legislature in 1871.

The rest of the time until his death was spent in growing hops and as a merchant in Puyallup. He was the founder of two banks, a member of the Washington Territorial Legislature in 1887-88 and the Constitutional Convention in 1889. James died of a stroke in Puyallup in 1895. He is the namesake of the James P. Stewart School in Tacoma, the J. P. Stewart Elementary School in Puyallup, and Stewart Avenue in Puyallup. (biography)

Stixrud, Martinius
 1856-1901
 USDS
 USDMS
 Contract 477 (with Christopher Nasten) 1895 to 1900
 Mineral Surveys

Member ASCE. Born in Norway, Martinius graduated from Chalmers Technical Institute in 1878 in Sweden, and the Polytechnicum in Germany in Civil Engineering the next year. In 1881 he came to the U. S. and held the following positions:

- Transitman and draftsman on the Manitoba Railways
- 1881-82 draftsman for the Chicago, Milwaukie & St. Paul RR
- 1883 NPRR at Brainerd, and then to the Pacific Coast
- 1883-85 designed switchbacks at Stampede Pass and was Principal Assistant Engineer
- 1885-86 Locating Engr. for the Oregon Pacific RR
- 1886-88 Locating Engr. for the Seattle, Lake Shore and Eastern RR over the Snoqualmie Summit, suffering a great deal physically
- 1888-89, the Seattle, Lake Shore and Eastern RR, bridges at Spokane

He returned to Seattle in 1893 to become Engineer for the Board of Tideland Appraisers, and platted the harbors of Seattle and Ballard, and part of the Tacoma harbor. Strong business interests prevented his plans for tidal basins from being adopted. He had ignored the South Canal Waterway. Martinius and Christopher received Contract 477 for 3 townships between Loomis and the Canadian border, including an extension of the Ruby Guide Meridian. There were enough crewmen in the oaths to supply two full crews.

John and Dekalb Ashley had surveyed there previously and messed things up, including a 35 chain error crossing Palmer Lake on the Ruby Guide Meridian. The survey was apparently done by Christopher, but both signed the final notes. The townships were examined by A. W. Morris, and corrections were necessary. Fractional township T38N R25E was rejected and resurveyed in 1898 by both, and approved in 1900. Martinius was bonded as a U. S. Deputy Mineral Surveyor in 1895. He spent the winter of 1896-97 at Skagway as the engineer of a cable tramway over Chilcoot Pass.

Stixrud and Nästen were awarded another Contract in 1897 for a township on the South shore of Lake Chelan. Both signed the oaths, and again there were enough crewmen for two crews. They were examined by M. P. McCoy and had corrections to the notes only. Their last Joint Contract was in 1898 for 3 townships, two at Loomis, and one at Brewster. Again both signed the oaths, and there were enough crewmen for two crews. There were corrections to the notes only.

In 1898, Martinius entered a Joint Contract with George J. Gardiner of Okanogan to survey two townships at Mallott and Conconully. George was a Deputy Surveyor living in Okanogan. The townships were surveyed by George, and the mimeographed forms for the oaths suggest a leftover from his Benson Syndicate ties. Between 1898 and 1900, Martinius surveyed 15 Mining Claims East of Index, using William R. Whitton as a crewman in 1900. He received two patents in 1888, one for a contour plotting device, and another for a horse drawn wood plane for planing bridge timbers. He was a skilled yachtsman, winning many times in Seattle. Martinius died in Seattle in 1901 at age 45 of a brain tumor. His appearance was tall, erect and fair.

**Stixrud, Peder
Gudbrandson
"Peter"**

1855-1908

Dr/Clerk

Clerk

to

no more

1896

Born in Norway, the brother of Martinius Stixrud, Peter was educated for the Army, and held a commission there for several years. He was a draftsman for the Seattle, Lakeshore and Eastern RR in Seattle in 1891. By 1896, he was a draftsman for William McMicken in the Surveyor General's Office, and continued into the regime of Edward Kingsburg until Peter died in January of 1908. He died in Olympia after acute indigestion for only four hours. He was an active bicyclist and athlete, and never married.

**Stocking,
George Carter**

1866-1927

Rep

Prohib

USDS

Contract 576 1901

to

Special Instructions 1901
(12/17/1901)



George's father journeyed from New York to California in 1849, looking for gold, and stayed until 1860, when he moved to Grays Harbor. He married the daughter of pioneer surveyor, Samuel James, and then moved to Olympia in 1867. He died in 1869, when George was a child. His mother did not remarry until 1890, and the three boys were living in three different homes in the next ten years, at one time living next door to Ross Shoecraft.

There was a guardianship proceeding in 1880. The older brother, Fred, was educated in the high schools in Olympia, and Olympia Collegiate Institute, and George also graduated from the Collegiate Institute. By 1885, George and Fred were farmers in Thurston County, but by then Fred had a job in the Assessors office. Both had married Manning sisters in 1890 and 1891, but were still living on the farm in 1892 and 1900. Their farm later became the site of the State School for Girls, and is at the site of the Rochester interchange on I-5. Their mother patented it in 1890. Between 1891 and 1903, George was buying and selling real estate around Grand Mound, including buying 360 acres and several blocks of the plat of Grand Mound in 1891. In 1894, he lost a race for County Surveyor, running on the Prohibition ticket, and surveyed a county road in 1898.

George received Contract 576 in 1901 for one township North of Pe Ell. This was in an area that had been erroneously surveyed by several surveyors over the years. He was examined by M. P. McCoy, and problems were noted. The local Congressman got involved, and it was approved in 1902. He was a timber cruiser in a court case in 1902, and George and his family moved to Seattle in 1903, where he took a job as a civil engineer for the City. He kept that job, mostly as a surveyor and transitman, until he died in 1927 in Seattle. In 1912, he made the survey of the Lake Cushman Power Project. George and his wife, Jessie, lived in the same house from 1903-27.

Storrow, Samuel

1865-1938

Dem

USDMS

Mineral Surveys 1893

to

no more



c. 1890

Member ASCE. Born in Massachusetts the son of a Harvard lawyer and the granddaughter of Commodore Perry, Samuel graduated from Harvard in 1887 with an A. B., and MIT in 1890 with an S. B., as a Civil Engineer. He came to Washington to work for the UPRR on the bridge over the Columbia River, and ran unsuccessfully for Yakima County Surveyor in 1891.

Samuel had "struck out for himself" in 1891 at Yakima, representing many kinds of clients as an engineer. He created a topographic base map for Israel Russell of the USGS for Central Washington in 1892, accompanying him throughout the Region. Samuel was acquainted with the deep wells of Yakima, and furnished details of the geology. He surveyed 6 marble Mining Claims in Stevens County in 1893. In 1894 in Yakima, he was married to his wife Cora Allen, age 33, and they had one daughter.

From about 1900 on, Samuel was a civil engineer in Los Angeles until at least 1934. Cora died in 1906, and he remarried to Letha Lewis in 1910 in Los Angeles. He created a report on sewage disposal at the Soldier's Home at Santa Monica in 1900. One of his assignments was to comment on the advisability of opening the safes in San Francisco after the earthquake and fire in 1906. He said to let them cool first. He created an evaluation of the potential for hydroelectric development of Bishop Creek. He reported on the flows in Alameda Creek and others near San Francisco Bay in 1910, and on subways in Los Angeles in 1923. Samuel died in 1938 in Los Angeles.

Stout, Ray**Lewis***1885-1984*

Comp

Contract 609 (as 1904
Compassman for
William F. Byars)

to

Contract 613 (as 1904
Compassman for
William F. Byars)

OR PE 160. Ray was born and raised in Mehama, Oregon, graduating from the public schools there in 1900. That summer he obtained a job as compass carrier for William H. Byars, his uncle, for Contract 560 in the Washington Cascades. They surveyed 5 fractional townships, from Eagle Gorge to the mouth of the Cispus River. William was examined by T. M. Hurlburt in 1902 and M. P. McCoy in 1905, and required corrections in the field in both 1903 and 1905.

That fall in 1900, Ray entered Oregon Agricultural College, without a high school diploma. In 1903, Ray helped his uncle on the corrections of the previous survey near Mount Rainier. In 1904 he was the successful bidder for Oregon Contract 753 South of Jacksonville. His uncle came along as an advisor. He was examined in 1906, and after corrections, again in 1908, resulting in rejection. They then travelled to Newport, Washington where his cousin, William F. Byars, had received Contracts 609 and 613. They worked on them until Ray went back to school. William F. was already trying to get out of the Contract, and in 1905, Ray and William H. were appointed compassmen to do the survey. Ray was listed as a compassman in the notes, but with no date. They were examined by M. P. McCoy in 1905 and 1906, Scott Harrison in 1908, and Morris Chubb in 1910.

Ray returned in the summer of 1909, after graduating from OSU and obtaining a job with the Marion County Engineer. Both Contracts 609 and 613 had multiple corrections, the final ones being done in 1909. The work was approved and paid in 1910. Ray was an engineer for a contractor in 1910, and married Mabel Vantress in 1911. He spent the rest of his career until 1950 as head of right-of-way surveying for Pacific Power and Light Co, headquartered in Portland. After retirement, he worked on a large electrical transmission system in Greece from 1950-1953. He died two months shy of his 100th birthday. There is a long autobiography and an oral history at the Oregon Historical Society, and a photograph collection at the Oregon State University Library. (biography)

Strait, Richard

1852-1925

Rep

USDS

Contract 433

(6/20/1893)

to

no more

1893

Born in Ohio, by 1870 Richard's family had moved to Boyd, Kentucky, where his father was a carpenter, and Richard was a laborer. He married Roxie Williams in Boyd in 1877 and stayed there until 1881, when he moved to Nebraska, and then to Oregon in 1889. By 1892 he was in Washington as Wahkiakum County Surveyor. He received Contract 433 for one township just north of Skamokawa in 1893, and surveyed all the subdivisions of T10N R5W in 1894. He was examined by John Brophy, and his notes were returned twice for corrections, but were approved in 1896.

Richard lived in Skamokawa as a surveyor until at least 1900, with Roxie dying in 1899, leaving him with 7 children still at home. He remarried to a new wife, Augusta, by 1904. Four of the children were still living together by themselves in Skamokawa in 1910. Richard was a widower and carpenter in Seattle in 1910, and Kitsap County Engineer from 1911-1913. He ran for the position as a Republican again in 1916, but lost. He was a civil engineer and surveyor in Port Orchard from 1913-1917. In 1920 he was a surveyor in Attalia, WA, where there were irrigation projects ongoing, and later returned to Skamakawa. He died in Kelso, WA, in 1925 at the County Poor Farm, where he was receiving treatment for an unknown illness.

Stretch,**Richard****Harper**

1837-1926

Rep

USDMS

Mineral Surveys

1891

to

Mineral Surveys

1892



Born and educated in the Quaker schools in England as an apprentice draper, Richard attended a boarding school in Ackworth, a Friend's school at York, and graduated with high honors from the Banbury Mechanical Institute in 1857. He came to America and Panama first in 1860 to collect insects and visit an uncle, and returned to the U. S. in 1862 to stay. He went across the Oregon Trail in the Spring of 1863 to Washoe Lake, North of Carson City, Nevada.

After six months in a sawmill, Richard soon worked as an excellent draftsman and surveyor, and began demonstrating his worth for the miners and geologists. He partnered with Isaac James, a civil engineer, who was great on field work but weak on producing maps. One of his innovations was to divide the maps into squares labelled by A, B, C., and 1, 2, 3, etc.. The Governor appointed him Nevada State Mineralogist in 1866, and he was asked to accompany Governor Blaisdel's Death Valley Expedition in the Spring of that year. At that time he had just become engaged to Catherine Kunz. The expedition was a 40-strong party of mixed experience, with the purpose of finding a road to the mining area of very Southern Nevada.

Richard writes of the efforts in great detail, capturing the folly and experiences of this unfortunate group, along with the professional details. Several died, and in the end, they were rescued near death and under attack by Indians, not far from a mining camp on their way home. He wrote a series of articles for the Virginia City newspaper about the expedition. He continued collecting moths while in the Southwest, and married his wife, Caroline, in Sacramento in September of 1866. There was a trip to Old Mexico in 1868, and then his interests concentrated on geology and engineering in Nevada and California, and he surveyed the Newport Coal Mine at Coos Bay, Oregon.

Richard moved to San Francisco in 1869, and in his spare time created the classic book on moths of North America, which he illustrated himself and published in 1875. ("Illustrations of Zygaenidae and Bombycidae of North America") He coauthored a report to Congress on how to use the Colorado River to irrigate the desert. He returned to England with his family for two years, and when he returned, he completed his citizenship in 1876. Between then and 1888, Richard was the engineer for many mines and irrigation projects, and was for a time, the City Engineer of San Francisco. (his quote, "and oh, what graft!")

In 1885, Richard was listed as a U. S. Deputy Surveyor in California. Caroline died in 1885, and in 1888, Richard was hired to lay out West Seattle and moved. He was King County Surveyor in 1891, recorded plats from 1891-92, and then began an extensive series of 72 Mining Claim surveys at Ruby and Monte Cristo. Albert Valentine was a chainman on several of those surveys. He travelled to Alaska from 1897-1900 as a mining and railroad engineer, writing several articles on placer mining and the Skagway Trail. He also wrote "Prospecting, Locating and Valuing Mines", which has recently been reprinted. He was a civil engineer in the Bellingham City Engineering office in 1906.

He was noted as being in Cordova, Alaska in 1910, where the Copper River RR was under construction. He returned to Seattle, and continued to write and work, and in 1914 he was in the Alaska Bureau Office in Seattle. Richard wrote a leather-bound single-copy autobiography for his family after 1909, that is now in the possession of a g-grandson. He died in Seattle at the home of his daughter at age 88. (2 biographies)

**Strickler,
William A.**

1824-1861

Dem

USDS

Contract 2 (with 1855
David Phillips)
(4/29/1855)

to

Contract 15 (with 1855
David Phillips)

Born in Virginia, the son of a wealthy farmer, William was in Seattle by 1852 as a surveyor and engineer. He also was reported in Oregon in 1848, where he filed a Claim. When King County was created in 1852 by the Oregon Territorial Legislature, he was appointed a Probate Judge. William was a volunteer in the Snohomish Indian War of 1854. He was the first King County Surveyor in 1854-55, and was elected to the Territorial Council (Senate) in 1854 and 1855. He received Joint Contracts 2 and 15 with David Phillips to survey townships on the Columbia River, near Olympia, and just north of Seattle around Lake Union in 1855. They shared the work, and both signed all of the final oaths. The part by David was surveyed by his son, David Lucas Phillips, as compassman.

The first Contract was for 5 townships from Yelm to Steilacoom. D. L. was listed as a compassman on T17N R2E, and Alonzo Poe examined the work. The second Contract was for 3 townships from downtown Seattle North to future Ballard, and extending East across Lake Sammamish. Both signed the final oaths in the fall of 1855, and D. L. was compassman for T25N R3,4E. David notarized the oaths as a Seattle Probate Judge. Five townships near Kalama were not surveyed, probably due to Indian hostilities that had begun.

William was appointed Register of the Land Office in 1856, serving until 1858 before being replaced. He was criticized for his performance, rarely being there, not processing any claims, and inspired a legislative investigation of the office. In 1853 he had filed a claim straddling the Union Waterway just East of the present location of the Aurora Bridge, but died intestate in 1861 in Seattle before he received his patent. His death and probate resulted in lawsuits between his heirs until 1893. His Claim does not show up on the official survey plats as a DLC.

**Strong,
William**

1817-1887

Whig

Dem

USDS

Contract 19 (with 1856
Lewis Van Vleet)

to

Contract 56 1860



1848

Born the son of a minister in Vermont, William graduated from Yale in 1838 with honors, even though his father had died in 1835. He was a school principal in Ithaca, New York for two years, where he met and married Lucretia Robinson. He moved to Cleveland, Ohio where he taught school and studied law, passing the bar in 1840. In 1849 Zachary Taylor appointed him a Justice on the new Oregon Territorial Supreme Court, and he traveled with his family to Oregon via Cape Horn, losing a son to yellow fever along the way.

The trip to Fort Vancouver was via Indian canoe from Astoria, stopping at Cathlamet where they determined to settle. His judicial district was that part of Oregon North of the Columbia River, encompassing 150,000 square miles and 1000 residents. He filed a claim of 640 acres in 1850, at the present site of Cathlamet, WA, where for a time they were the only white residents. William was not reappointed in 1853, when the newly created Washington Territory took away his District, and he struggled for money. Captain Ulysses S. Grant was stationed at Fort Vancouver and visited William at Cathlamet several times, searching for intellectual company.

William did some surveying, and then was hired as one of three to write the laws for the new Washington Territory. He acquired a young Indian girl to assist his wife in her daily life while William was away, and saved a young Indian boy from a death sacrifice by purchasing him. He was the Captain of a Company during the Indian Wars, and "fought" the battle that was the namesake of Battleground, WA.

After the Indian War, he was again without employment, and received survey contracts from James Tilton. In the process, William had changed from a Whig to a Democrat, was elected to the Washington Territorial Legislature in 1856, and lost in a race for Congress as a Democrat. His first Contract was Joint Contract 19 with Lewis Van Vleet in March of 1856, just after William's service with the Volunteers. They surveyed 9 mostly fractional townships along the Columbia River from Kalama to Cathlamet, and shared the work with both signing the oaths. They acknowledged that they had made an error in the West line of T7N R1W, and corrected it within three months. They used John Newsom and Alexander Coffey, both future U. S. Deputy Surveyors, as crewmen on this Contract.

William received a Contract by special Instructions in 1857 to survey about 80 Donation Claims in 24 townships along the Columbia, from Woodland to Cathlamet. The work lasted until 1863, as the townships were surveyed, and the claimants proved up. He used John Newsom and Peter Crawford as compassmen for much of the work. In 1858 he was appointed a Justice on the Washington Supreme Court, and had the privilege of notarizing some of his survey crew's oaths as a Supreme Court Justice. William received Contract 56 for two townships at Cathlamet in 1860, but did not survey the work.

His term as Justice ended in 1861, and in 1862 he moved his family to Portland, where he practiced law until 1883, working as general counsel for the Oregon Steam Navigation Company among others. Since he did not survey T9N R5,6W in 1860, those townships did not get surveyed until 1872, and William could not get his patent until 1877. He had surveyed the Southern part of his claim in 1857. His claim encompassed what is now part of downtown Cathlamet, was a half mile wide, and ran North for two miles. He is the namesake of Captain Strong Elementary School in Battleground, WA, and was temporarily the namesake of what is now the Elochoman River, then known as Strong's River. He died in Portland. (biography)

**Sutton,
William
Effingham**

1866-1919

USDMS

Mineral Surveys 1904

to

Mineral Surveys 1907

Member AIME. Born in New York, William graduated from the School of Mines at Columbia University in 1887. His grandfather, Effingham Sutton started a shipping company in 1849 to supply San Francisco during the gold rush, and became wealthy. William's father, Woodruff Sutton, also was an owner of the business and married the daughter of the builder of the Astor House. Effingham built brownstones by East River in 1875, and most of the family lived there. William married Louisa Campbell in 1888 and moved to Oakland. While there, he was an engineer for the Central Pacific RR.

In 1894 William was in Colorado, and by 1900 he was the superintendent of the Monte Cristo Mine, and of the Everett and Monte Cristo RR. He had charge of the Rockefeller's interests in Washington. In 1904 he was the superintendent of the C. I. C. M. Co. at Everett. He surveyed 4 Mining Claims in 1904, and 5 in 1905, all near Silverton. Fifteen more were surveyed at Granite Falls in 1907. He was partners with Henry Holley in 1905, and with Arthur Cook in 1910, in engineering businesses in Everett.

The Mayor of Everett appointed him City Engineer in 1907, and in 1910 he was a civil engineer in Everett, living by himself as a roomer. He died in Seattle at age 52, and his remains were shipped back to Brooklyn, where he was buried in Green-Wood Cemetery with his parents. His wife died in Eastchester, New York, while living near two of her sons, and is not buried near William.

**Swain, Joseph
Dustin "J"**

1881-1966

Rep

USDS

Special Instructions 1909

to

no more



1910

WA PLS 1071. Joseph was born in what is now Asotin County, WA, four miles South of Cloverland. His father was a County Commissioner of Garfield County in 1882, and then was appointed a Commissioner of Columbia County when it was carved out of Garfield in 1883. Joseph grew up on the farm, attended two years of high school at Anatone, and then finished at Asotin. He studied surveying by correspondence, and his first job was the survey of the Cloverland Orchards Tracts.

He was elected Asotin County Surveyor in 1903 at Asotin, and served as County Surveyor/Engineer until 1950, affectionately known during all that time as "J". Joseph surveyed 2 sections for the GLO by Special Instructions in 1909 just Southeast of Cloverdale. He was living with his parents in Asotin in 1910, and married Ada Costley the same year. His mother-in-law moved in in 1919, and lived with the Swains until her death in 1926. Joseph was County Clerk in 1920, deputy County Clerk in 1931, and practiced surveying and engineering privately all of the time. He produced a map of Asotin County for sale in 1955. Along the way, Joseph was the Asotin City Engineer for much of that time. By 1940, he had moved to Clarkston, which is where he died.

**Swan, William
Alexander
"Will"**

1867-1939

Rep

USDS

Mineral Survey 1899

to

no more

William was born in Michigan, the son of a Scottish immigrant. His older brother, Malcomb, graduated from Valparaiso in 1885 in Civil Engineering, and William became a civil engineer, probably using the same path as his brother. He married Mae Nash in Sheridan, Wyoming in 1894, and incorporated the Winnipeg and Eureka Mining Company in Southern British Columbia in 1896. He performed his one Mineral Survey in Washington in 1898, North of Curlew, using future U. S. Deputy Mineral Surveyor, Herman L. Neville, as chainman. Herman did Mineral Surveys in the same area shortly thereafter.

In 1900, William was back living with his parents in Michigan as a single civil engineer, and he was there in 1909 to be executor of his father's estate. He owned a fruit farm at Sunnyside, Washington in 1910, and listed himself as a widower in the censuses 1910-30. His older single sister, Jennie, was living with him in 1920 and 1930 at Sunnyside, and genealogy sources note that she was killed in an auto accident in a vehicle driven by one of her brothers in 1930. William was still on the fruit farm in 1930, but had moved to Bush Prairie, near Tumwater, Washington by 1939, when he died.

**Sweitzer,
Nelson
Bowman, Jr.**

1869-1958

SES

Special Instructions 1898

to

Special Instructions 1899



1926

Member ASCE. Nelson was born in Nebraska, the son of Brevet Brigadier General Nelson B. Sweitzer, Sr. His father was an Aide de Camp to George McClelland during the War, and was brevetted to Brigadier General at the end of the War. Nelson, Sr. was mustered out as Aide de Camp in 1863, and served in line command until the end of the war. Nelson, Jr. followed his family around the Western U. S. on dozens of assignments.

The last assignment for his father was in command of Fort Walla Walla. Nelson, Jr. was in his third year at Whitman College in Walla Walla in 1888. He worked for the Corps of Engineers on the Mississippi, the Gulf Coast, and in D. C. until 1898, publishing an article in the ASCE Journal on jetties in 1898. In 1898 he was appointed a Special Examiner of Surveys in Washington and other western states, serving until at least 1904 in Oregon. He completed 12 examinations in Washington in 1898-99, and 5 examinations in Oregon in 1903. He married his wife Maria in 1898. He was in Minnesota in 1900 as a civil engineer, and again as an Examiner in 1909. He promoted the direct system of surveys and in 1911 was named the head of that system for Nebraska and South Dakota, serving in that position until 1929, when the post was eliminated, and he retired.

From his post in Nebraska, he pioneered some of the dependent resurvey philosophy to guide the agency in the future. By 1833 Nelson had purchased a house in Pasadena that he lived in until he died. Nelson and his wife, Marie, funded an endowed Professor of Law post at Stanford, which continues until present. He died in Los Angeles in 1958. The birth and baptism records of Nebraska show his name as Nelson McGregor Sweitzer, taking his mother's maiden name. He went by Nelson Bowman Sweitzer from adulthood on.

Swift, Levinus**Munson***1833-1897*

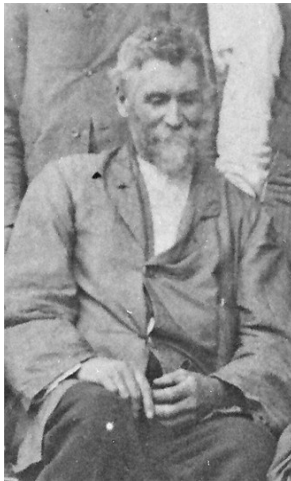
USDS

Contract 178 1873

to

Contract 197 (with 1874

Sewall Truax)



Born and educated in Connecticut, Levinus attended Rensselaer Polytechnic Institute where he learned surveying, and pursued farming until 1862. He left to pursue mining in Colorado, but returned to Connecticut where he farmed again. He returned West in 1872 as a surveyor for the railroad, and also bought real estate, eventually accumulating over 1000 acres in Whitman County three miles north of Diamond on the Palouse River.

After his return, Levinus surveyed Contracts in 1873-74. His first was Contract 178 for 5 townships in the Palouse West of Colfax. Edward Giddings had surveyed the exteriors the year before, and notarized all of the preliminary and final oaths, and may have participated in the survey. His second Contract was 197 for a Joint Contract with Sewell Truax for 15 townships in Whitman County. They shared the work, with Levinus surveying 10 townships along the newly surveyed State Line from Pullman to Tekoa. Sewell Truax survey 5 townships Southeast of Sprague. All were completed and approved by 1874.

Levinus was a preeminent orchardist in Whitman County until health forced him to return to Geneva, New York in 1892 to seek help. He died in Geneva in 1897 of "degeneration of the nerves and wasting of the muscles." His wife and all of his children were in Washington in 1900. Both Levinus and his wife are buried in Geneva, New York.

Symington,**Robert Brown***1840-1919*

USDMS

Mineral Surveys 1897

to

Mineral Surveys 1904



Robert was born in Scotland and married his wife Mary Montgomery there in 1859. He was working as a coal master and engineer in a mine in 1871. He first came to the U. S. in 1874, but returned to Scotland to once again travel to New York in 1875 with his oldest daughter. His wife and the remaining 7 children also immigrated in 1875 at an unknown time.

Robert was an engineer in Nevada City, California for four years with his wife and six children including 1880. He was a draftsman in the California Surveyor General's Office in San Francisco in 1883, and was on his own as a civil engineer in 1887. He surveyed 4 iron mines near Hamilton, Washington in 1897, while still operating as a mining engineer in San Francisco. Robert surveyed 4 Claims on the North Fork of the Nooksack River East of Glacier and 2 Claims Southeast of Sumas in 1902. He also surveyed 5 Claims again on the North Fork of the Nooksack in 1903, and one Claim near Maple Falls in 1904.

His wife died in San Francisco in 1908, and he remarried to a new wife, Margaret, by 1910, when he was living in San Francisco with his new wife and three of his adult children. He continued operating as a consulting mining engineer in the Mills Building in San Francisco until he died there in 1919.

**Taylor, Norton
Longstreth**

1861-1926

USDS

379

to

no more

1891

Member ASCE. Norton was born in Pennsylvania, had moved to New Jersey by 1870, and was educated with four years in the Episcopal Academy and with one year at the University of Pennsylvania. He began with the Baldwin Locomotive Works, and then went to Texas to survey for the Mexican National Railway. In 1882, he was assistant engineer on the Pennsylvania RR, and in 1891 he was in partnership with Jacob Noel and Melbourne Bailey designing subdivisions and electric railroads in Tacoma, WA.

Norton was awarded Contract 379 in 1891 for the survey of the perimeter of the Quinault Indian Reservation. There was controversy then, and continues to have controversy now, over the language in the Treaty. Norton kept asking questions of the Surveyor General, without getting answers. He requested an extension, and in January, 1892 asked to be relieved of his Contract because he had amputated his finger because of an infected thorn. At that time, he was living with his father in Tacoma, and he married Ora Jones in Tacoma in 1893.

Norton surveyed government lands in Oklahoma and a line over Chilcoot Pass in Alaska. In 1896, he was a draftsman for NPRR, and from 1898-1903 he was the City Engineer of Tacoma, until dismissed by the Mayor as a political smoke screen to cover the Mayor's extravagant spending. Norton was listed as the supervising architect for the Tacoma Public Library at the dedication in 1903. He was the consulting engineer for the Tacoma Parks Board from 1907-08, and spent the rest of his career, until at least 1923, as either an engineer for the City or in private practice in Tacoma. Norton ran for Tacoma City Commissioner in 1914. He was still working for the City in 1922, and died in Los Angeles.

**Temple, Major
Samuel
"Samuel"**

1816-1897

Rep

USDS

Contract 257

to

no more

1880

Major was born in Tennessee to a slave-owner farmer and surveyor. His father died of malaria on a surveying trip near Memphis in 1822. Major married Maggie Biddle in 1836 in Greeneville, and was based in Greeneville in 1850-70, first as a farmer, and then as a trader. Major served in the Tennessee General Assembly in 1853-55 and was active in the East Tennessee Unionist movement during the Civil War, hence his Republican politics. They were against secession. He profited, along with his brother Oliver, in commerce with the Confederacy during the war, selling salt from Virginia, and making a small fortune.

Shortly after the war he was the first civil engineer and superintendent of the East Tennessee and Georgia RR, of which his brother was a Director. He lost nearly all of his fortune in the "Panic of 1873", and borrowed from his brother. There was correspondence about the judicial sale of his farm. In 1876, he received a survey Contract with the Bureau of Indian Affairs to survey the Qualla Boundary in North Carolina. This was a tract of land purchased by the Cherokee Indians who remained there after the "trail of tears." The survey included interior parcels. The BIA had overspent its budget, and Major had to wait for Congress in 1877 to appropriate special funds to pay him.

He was financially strapped in 1878 and wrote his brother that he had just paid him \$250, and was anticipating more surveys from the BIA. If that did not happen, he contemplated doing GLO surveys in Texas or Kansas. That year he headed to Washington, D. C. to drum up business. He received Contract 257 in Washington Territory for three townships near Hanford. Major wrote to his brother from Walla Walla on September 9, 1880 that he had been there a month, but was ready to leave for the survey on the 12th, and was arranging new credit. For some reason the Contract was cancelled, and the work was surveyed by Edwin Richardson the next year. On his arrival in Walla Walla, he had spoken to a Congressman who was a family friend. His daughter Angie, and her husband were with him.

His wife died in 1881, and he remarried in 1885 to Rachel Celia Warfield, a school principal in Alexandria, Virginia. By 1883, he was a Clerk in the Customs Office in Washington. D. C., and Rachel was a Clerk in the Census Office in 1893. Major wrote that he was experiencing age discrimination, and didn't think the inside work was good for his health. (He was in his 70's.) Rachael died in 1896 in Washington, D. C., and Major died in Greeneville in 1897. The probate of his estate of \$25,000 continued until 1902, with at least one lawsuit involving a suit to collect \$15,000 for fees of Major as attorney for an Indian Chief in which he was awarded a large amount of land.

**Tennant, John
Alexander**

1830-1893

USDS

Washington Claim 1860

Contract 11 (with

George F.

Whitworth)

to

Contract 179 1873



John was born in Arkansas, the son of a minister and circuit rider, was educated in surveying and the law at Cane Hill College, and passed the bar there in 1848. He went to California on a cattle drive between 1849 and 1854, and stayed there until he left for Sehome in 1856. John was appointed deputy auditor in Whatcom County in 1857 and elected to the Territorial Legislature, also in 1857, serving until 1859, where he was known as the "Black Prince".

He lost in love in pursuit of a beautiful judge's daughter in Olympia, and returned to Whatcom to set up housekeeping with Clara, the daughter of a Lummi Chief. In 1858 he filed a Claim near Ferndale on Lake Tennant, his namesake. He inherited two Northern Indian slaves with Clara, and used them and local Lummi Indians for his clearing and planting. He worked as a chainman for H. J. G. Maxon and Jared Hurd on the East side in 1860, surveying Guide Meridians and Standard Parallels. That same year he had a Joint Contract with George Whitworth to survey DLC Claims in Island and Whatcom Counties under Special Instructions. They shared the work with John surveying several Claims around Ferndale and Bellingham, using James E. Whitworth as a chainman. John was elected County Commissioner in 1862, and County Surveyor in 1867.

John made the first ascent of Mount Baker in 1868. He was part of a small party of engineers that explored the unsuccessful possibility of a NPRR route over the Cascades to Lake Chelan in 1870, headed by David C. Lindsey. John received Contract 179 for 4 fractional townships between Bellingham and Lynden in 1873. There was no exam. He was County Supervisor of Schools in 1877 and Probate Judge from 1876-79. In 1878 John went through a Christian conversion and devoted the rest of his life to the Methodist Ministry, building a church in Ferndale and leading a flock at East Sound, Orcas Island. That church still exists as Orcas Island Community Church. He suffered a stroke in 1887, and after several more, died in Lynden in 1893, where he had been reassigned. John was dark and over 6 feet tall, having some Cherokee ancestry on his mother's side.

Terrill, Robert Nathaniel Green
1830-1864
 Comp
 Contract 46 (as Compassman for Isaac Smith) to Contract 57 (5/10/61)

1859
 1861

Nathan was born in Greenup County, Kentucky, the son of a farmer. His family moved to Randolph County, Missouri about 1844, and Nathaniel resided there in 1850. His older brother, John, attended two colleges and it is likely that Nathan also received a college education. This is the most likely Nathan Terrill in the records, for no other is listed near the right age group. Nathan was in Washington Territory by 1859 when he was a chainman and compassman for Isaac Smith and Jared Hurd on Contract 46 in Whatcom County. As part of that survey party, Nathan was the namesake of Lake Terrell in T39N R1E in Whatcom County. In 1860 he was a Notary Public in Sawamish County, and was listed as assistant marshal conducting the 1860 Census.

Nathan received Contract 52 for 5 townships East of Shelton in 1860. He surveyed them in 1860-61, using Lewis D. W. Shelton as chainman, and Charles A. White as Notary. T20N R4W was suspended in January 1862, but eventually approved in June 1862. He admitted an error at the NW corner of the township, but could not find it, finishing the township as he saw it. There was distortion of up to 10 chains in his approved plat. He received Contract 57 in 1861, and Charles A. White was compassman for that survey of 2 townships on Hood Canal at Union.

Deputy Marshal Terrill was called to Tacoma in February, 1862 to arrest Sheriff Egbert Tucker, Pierce County Sheriff, under an injunction from the Governor concerning the Hudson's Bay Company. Nathan was listed as the named party for an unclaimed letter in British Columbia in 1863. There was a N. G. Terrill on a ship from Panama to New York in December, 1862. Nathan enlisted in the Confederate Army under General John Hunt Morgan (Morgan's Raiders), and died in that service between 1862 and 1864.

Thayer, David C.

Contract 307 (Part of the Benson Syndicate) to no more

1884

The Benson Syndicate received Contract 307 on June 28, 1884 for 8 townships in Stevens and Ferry Counties. Two were at Danville, one was at Northport, and the balance were along the East side of the Columbia River North of Kettle Falls. The Contract was in the name of David C. Thayer, and a thorough search of genealogical records could not find anyone by that name of the right age in the United States. The field work was completed in 1884, and the work was submitted and approved in 1885, allowing the land to be opened for settlement.

A special examination as part of the Benson probe was performed by Henry B. Martin in 1887 and determined that "...the field work and plats as largely fictitious and fraudulent and the character of the country grossly misrepresented." He submitted a 47 page report on this Contract in June, 1887. The townships were closed to entry until resurveyed, but unfortunately the Contract had been paid and closed. Under pressure from the settlers, the Commissioner later reopened the townships for settlement, even though there was no proper survey. Henry B. Martin found about 30% of the work had been surveyed, and that was with large errors.

Martin reported that David Thayer was a myth, and no one had seen or heard of him. There were four survey parties hired by Benson to do the work that was actually done, one of which was headed by George W. Sawyer, who was arrested shortly thereafter in Seattle for fraudulent surveys in California. The others were probably from among the real surveyors that were Benson associates in Washington near that time: Charles Holcomb, Wencil Plachy, George Gardiner, Harry A. Clarke, John L. McCoy, or John K. Ashley. The late surveyor, PLS Mike Howells, wrote a long discourse on that speculation in 1989 from Colville.

Per the usual routine, Benson funded Special Deposits for the minimum amount to do the survey, with \$4360 borrowed from the Bank of Nevada. The Bank had also posted a bond for \$50,000 for this and other Contracts of Benson. With extra retracements (that were not done), and by misrepresenting the vegetation and terrain, he was paid \$7782.49, with the extra coming out of the general appropriation. In addition Benson was given the \$4360 back in negotiable credits, usable for federal land purchases.

Martin found but few lines or corners in T37N R38,39E and T39N R40E, and none in T38N R38E. The others were partly surveyed with much distortion. BLM has resurveyed 4 of these townships, all as dependent resurveys. All but T38N R38E were nearly completely recalculated. T38N R38E was surveyed by the Benson Surveyors by meandering the Columbia River, and setting theoretical meander corners. By the time they surveyed to the Northeast part of the township, the meander corner between Sections 1 and 2 was 3300 feet too far East, but was held, as were the other meander corners. Four of the townships have not been resurveyed, and the fraudulent Thayer plats are the official record.

Thayer surveyed the Colville Guide Meridian through T37-39N. Deputy Mineral Surveyor and County Surveyor William Manning used some corners on that line to survey the Marble Quarry Claim in T37N R39E in 1910. In 1910, the Riddell brothers surveyed T37N R40E, did not find the Colville Guide Meridian, and resurveyed it from scratch some 1000 feet East of where Manning had found it. The mine began an investigation and hired Frank Bayley in 1917, a timber cruiser, and surveyor Joseph Zahner in 1924 (son of USDS Peter Zahner), who both agreed with Manning. BLM investigated until 1927 when the Floyd Betts resurvey of T37N R39E was filed, agreeing with Riddell. The corner in contention had BT's, but BLM contended they were not old enough, and issued Special Instructions to Betts to hold the Riddell line.

Thayer was to survey the 9th Standard Parallel through R40E and then survey the East lines of T37-39N R40E. He did not survey the Standard Parallel, and Martin noted that his survey of the Range line was worthless.

Thian, Prosper

Eugene

1862-1955

USDS

USDMS

Contract 452 1895

to

Mineral Survey 1898



Member ASCE. Prosper was born and raised in Washington, D. C., and graduated from Georgetown University in 1881. His father was Chief Clerk for the Adjutant General's Office. He was valedictorian of his Class and received the Toner Scientific Medal.

From 1881-1897, Prosper held the following positions consecutively: chainman for the Denver and Rio Grande RR, 1881; topographer for the CPRR in Alberta 1882-84; B. C. mining work in the Canadian NW 1884-86; assistant engineer for the Chicago, Milwaukie & St. Paul RR in Kansas City, MO 1886-88; mining in Canadian Northwest 1888-89; NPRR 1890-92; City of Everett Engineer 1893-94; and locating and construction engineer for NPRR in Washington State from 1895-97. He married Helen Truax in Vancouver, Washington in 1891.

Prosper was awarded three Joint Contracts in 1895-97 with William Bennison. William was the head of a multi-million dollar mining company out of Everett, Washington, and had no known surveying experience. He inherited the job when he married his wife, and they moved to Everett to take control of the family interests. Prosper did all of the surveys with no mention of any involvement of William. Contracts 452 and 485 were for three fractional townships at Silverton on the South Fork of the Stillaguamish River. He surveyed them in 1895, and was examined by F. H. Brigham and Charles Sheldon in 1897, A. B. Little in 1898, F. H. Brigham in 1900 and M. P. McCoy in 1901. His work was suspended, and he returned in 1897 to survey 8 miles of corrections. He declined additional work by Special Instructions in 1896.

He received Contract 512 for two fractional townships Northeast of North Bend and one at Silverton. He was examined twice, but was approved in 1900. In 1897 and 1898, Prosper was a U. S. Deputy Mineral Surveyor , surveying 5 Claims near Silverton, where he was surveying his Contracts. At least one of the Claims was owned by William Bennison.

Prosper then held the following positions from 1897-1905: Arkansas Pass Jetty Works in Texas 1895-96; assistant chief engineer in Kootenai Valley 1899-1900; locating engineer for Algoma Central RR 1901; Mining work in Mexico 1901-02; League Island Dry Dock at Philadelphia 1903-04; and locating engineer for GNRR 1904-05. Prosper was: chief engineer for the Brandon, Saskatchewan & Hudson's Bay RR, the Midland of Manitoba RR, and the Crow's Nest Southern RR from 1905-08. Living at St. Paul, Minnesota, he was assistant engineer for NPRR 1908-14, valuation engineer for NPRR, and consulting engineer for NPRR and Northwestern Improvement Co. until 1939. He died in St. Paul, Minnesota. (biography)

Thoma, Joseph

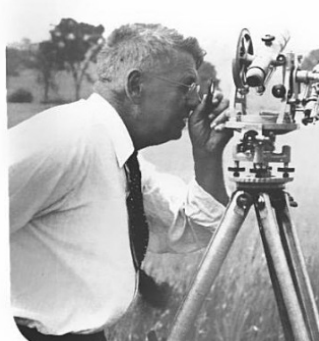
C.

1882-1967

SES

Special Instructions 1911
(2/25/1911)

to
no more



c. 1947

Joseph was born in New Jersey and attended 4 years of high school. He was a printer from 1900-01 and a Clerk in Newark in 1904. By 1905 he was a crewman under Arthur Kidder in Utah, doing exams on the Unitah Reservation, extolling the virtues of the open prairie to his hometown newspaper. He married Elizabeth Ardis in 1906 in New York, and in 1910 was a civil engineer for a RR in New York City.

Joseph was a Special Examiner of Surveys in Oregon and Washington (6 examinations) in 1911-12. He was a Surveyor for the GLO in Salt Lake City from at least 1914-23, where he remarried to Arvilla in 1920. He worked in Washington, D. C. for BLM from 1930-1940+, but surveyed townships for BLM in Michigan in 1931. He had a son, Joseph C. Thoma, Jr., that followed in his footsteps, and it is difficult to distinguish between their work. Joseph Jr. died in 1947 at age 40, and Arvilla in 1950. Joseph filed a patent on an improvement to a solar attachment to a transit in 1947. It was approved, purchased by instrument maker, W. & L. E. Gurley and incorporated in their Model 112-T. The prototype was given to Joseph, and is now perpetuated at the Smithsonian. Gurley featured Joseph on the cover of its Bulletin at the introduction.

While in his 70's, Joseph was appointed Assistant Court Commissioner for the U. S. Supreme Court to decide the 40-year-old dispute between New Mexico and Colorado. The Court Commissioner was his old friend Arthur Kidder, and when he died in 1958, Joseph replaced him as Court Commissioner. The 500 page report was issued in 1960, at age 77 for Joseph, restoring and monumenting the state line surveys of Ehad Darling from 1868 and John J. Major from 1874.

**Thomas,
Richard
Brindley**

1865-1941

Dem

USDS

USDMS

Comp

IAA

Special Instructions 1892
(5/30/1892)

to

Mineral Survey 1909

Richard and his older brother James were the sons of Henry C. Thomas, a Clerk in the War Department and the Adjutant General's Office. Their grandfather was a Civil War General and Adjutant General for Lincoln. Richard was born in Delaware, and he noted in the 1940 Census that he had graduated from the 8th grade. The family was living in Maryland in 1880 with Richard still in school, James as a machinist, and Henry as a Government Clerk. James married Sophia Stockbridge in Indiana in 1881 when surveying there, and Richard was still at home in 1886. Richard was a surveyor in Spokane in 1889, and James came there in 1890. They both soon moved to Colville, with James' family following. They both spent the rest of their professional careers living in Colville, much of the time in partnership with each other.

Richard partnered with a McFadden from 1889-91, surveying 10 subdivisions, including the townsites of Kettle Falls and Meyers Falls. He received a small Contract by Special Instructions to survey three fractional sections across the Columbia from Marcus in 1892, and was living at that time with his brother and his family. Richard was Stevens County Surveyor in 1893 and surveyed 8 more plats from 1904-10. He surveyed 9 Mining Claims at Curlew from 1898-1904. James surveyed a State Highway from Newport to Orient for 6 months in 1907. While living in Colville in 1908, Richard created a map of the area for use by settlers.

Richard surveyed 17 more Claims from 1907-1911 at Ruby, Kettle Falls, Pierre Lake, and Chewelah. Between 1911 and 1930, Richard would go on to survey 56 more Claims in Northeastern Washington. He went to the Spokane Indian Reservation in 1909 to survey Indian Allotments under Clair Hunt. Richard returned back East to bring his father to Colville in 1908, where he lived until he died in December 1909. His father had been injured in the collapse of the Ford Theater in 1893. After his death, Richard accompanied the remains back to Washington, D. C. for burial beside his wife and daughter. On the way, the train derailed in Illinois, plunging over a 15 foot embankment, and Richard was injured.

Much of the year 1911 was spend engaged in surveying and in charge of construction of a large power plant at Ymir, B. C. James' house was foreclosed in 1912. Richard was elected Stevens County Engineer in 1912 and 1914 as a Democrat, from a family of Lincoln Republicans. The year 1917 was spent surveying a powerline from the Canadian border to Northport, a distance of 7 miles through rough country. Sophia died in Colville in 1914, and James died there in 1932. Sometime between 1930 and 1940, Richard moved into the Odd Fellows Home in Walla Walla, and died there in 1941. He had been active in the Odd Fellows. There is no record of Richard marrying, although a personal letter to James indicates Richard was having an affair with a married woman in British Columbia in 1900.

The family papers and letters were preserved by Richard's father, and passed down through James and his children. Recently they have been sold piecemeal on EBay to collectors. One of the letters by Richard's Father was to James about how he was ashamed of Richard, and was probably about his politics.

**Thompson,
David Preston**

1834-1901

Rep

Comp

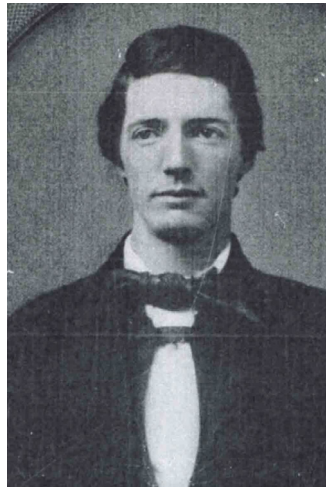
Contract 50 1860

(Compassman for
Jared Hurd and
Hamilton Maxon)

to

Contract 60 1861

(Compassman for
Hamilton Maxon)



c. 1860

David was born in Cadiz, Ohio, the son of a miller, was trained as a blacksmith, and walked across the Oregon Trail in 1853. He financed his trip on the Oregon Trail by shepherding a flock of sheep all of the way to Oregon. After cutting wood and working as a blacksmith's assistant, he obtained a job in the winter of 1854 as a chainman for La Fayette Cartee, surveying DLCs along the Willamette River between Portland and Oregon City, and surveying the exteriors of the township at Camas.

He received his first Contract in Oregon, a Claim Contract, in 1856, and surveyed claims and townships nearly continuously until 1872, receiving 23 Contracts. When La Fayette Cartee, the old friend of David and his brother Allen, was appointed Surveyor General of Idaho in 1867, both of them started surveying Contracts there. David surveyed Contracts in Idaho from about 1869-1875, totaling about 65 townships, with many of them Indian Allotments.

He used compassmen on much of his work, including USDS John David, USDS John Meldrum, USDS Allen Thompson, USDS Matthew Murphy, and USDS George Newman. David stopped surveying when he was appointed Governor of Idaho in 1875, but Allen continued until at least 1883. David held a Joint Contract with his brother-in-law, John Meldrum and nephew, Rufus Moore in 1879, but did not take to the field himself. Nearly all of David's Contracts were on the East side.

In 1859 he extended the Baseline East to the Blue Mountains, and surveyed the Columbia Guide Meridian North, almost to the Columbia River. Right after that, he was a compassman for Jared Hurd and Hamilton Maxon as part of WA Contract 50 to continue the Columbia Guide Meridian North to the Big Bend of the Columbia River in Eastern Washington. At the crossing of the Snake River, he made an error of 7 chains North by 15 Chains East, that is perpetuated today. He returned in 1861 to again be a compassman for Hamilton Maxon on Contract 60 in Washington. David surveyed portions of 8 townships along the Columbia, across from The Dalles and Boardman. As a Republican, he was the wrong political party to get his own Contract in Washington until after 1861.

His political activities included: Oregon State Senator 1866-72; Governor of Idaho Territory 1875-76; Oregon Legislature 1878, 1882, 1889; Mayor of Portland 1879, 1881; Elector and Delegate to the Republican National Convention 1884; Republican Candidate for Governor 1890; Ambassador to Turkey 1892-93; and ten years a Regent for the University of Oregon.

David was an active and industrious businessman, and those ventures included: built the first RR in Oregon, around Willamette Falls at Oregon City; manager of Oregon City Woolen Manufacturing Co. 1866-68; member of the Willamette Falls and Locks Co., which built the locks in 1873; President of the Oregon Construction Co., which built much of the ORN RR; V. P. and a director of ORN RR; mail contracts 1872-78; organizer and President of Oregon Saving Bank; President of Commercial National Bank; and Director of 15 other banks.

In addition to a luxurious house in downtown Portland, David and Mary maintained a large farm at Fishers Landing in Clark County, WA, where their epileptic son, Ralph, spent much of his time until he died there in 1945. David had just started on a trip around the world, when he became ill, returned to Portland, and died there a short time later of anemia, due to stomach issues. The stock of the D. P. Thompson Company would later be valued at more than \$500,000.

His son, Ralph managed the farm at Fishers Landing in Washington. Daughter Bessie was, among other things, the European correspondent for Outlook Magazine, and married a prominent attorney. Daughter Genevieve went to several colleges, mostly in Europe, and passed the bar, being qualified to practice before the Supreme Court. He has two statues in Portland in his honor, and claimed the naming of Bully Creek in Malheur County because of his crew shouting "Bully, Bully!" when he fell into the creek. David was 6' 2" tall with black hair. (biography)

**Thompson,
Philip Rootes**
1831-1918
Dem
EX
Special Instructions 1859
to
no more

Philip was the grandson of Philip Rootes Thompson, a U. S. Congressman from Virginia from 1801-1807. His uncle, Robert Thompson was also a Congressman from Virginia and was appointed a U. S. Land Commissioner in California by President Pierce in 1852. His father, Philip II, migrated to California in 1852 with his family, was appointed as a judge in Sonoma County in 1854, and was a farmer in Woodlands in 1860. Philip III was a chainman for William Carlton in Washington in 1858, and for Smith and Hurd in 1859 for several townships.

Philip III was also appointed the Examiner of the surveys of Smith and Hurd at the same time that he served as a chainman. Coincidentally, Isaac Smith and the Rootes family were all from Fredericksburg, Virginia. In 1860 the family moved to San Francisco for health reasons, where Philip II died in 1864. Philip III was an inspector at the customs house in San Francisco in 1861, living at home. Philip III was a surveyor from 1869-80 in San Francisco, and worked for California Highways in 1888. He was a surveyor in the 1900 census. Philip spent at least the last 8 years of his life from 1910-1918 in the "Relief Home for the Aged and Infirm" in San Francisco."

**Thompson,
William P.**
1822-1907
Dr/Clerk
Clerk 1859
to
no more

William was born in New York, and by 1859-60 he was a Clerk in the Surveyor General's Office of William W. Chapman in Eugene, OR. He married in 1860 to Priscilla, and they had no children. He lived in Boise, ID as a deputy Clerk for the District Court in 1867, just two doors from Idaho Surveyor General, and old friend, La Fayette Cartee. Cartee was appointed Surveyor General of Idaho in 1867, and William was named as Chief Clerk. He held that post until 1874 when he was named Register of the Boise Land Office.

William apparently left Boise by 1882, when he had an unclaimed package from his mother. On the side, he had produced a map of Boise in 1871. He was a surveyor for the U. S. in 1900, living with Priscilla in Front Royal, Virginia.

**Thomson,
Reginald Heber**

1856-1949

USDMS

Mineral Surveys 1890

to

Mineral Surveys 1896

(probably by

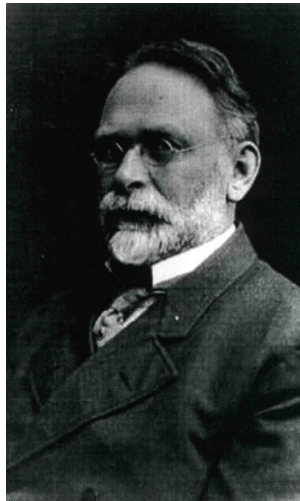
Clarence L. White

as compassman,

since Thomson was

City Engineer of

Seattle at the time.)



1908

OR PE 752. Member ASCE. Reginald was born in Indiana and educated there, until he graduated from Hanover College in 1877, where his father was a professor of mathematics and engineering. He followed his father to the Healdsburg Institute in Pasadena, CA, and taught mathematics there and at Alexandria Academy. In 1881 he moved to Seattle where his aunt, Mrs. George F. Whitworth lived, and soon became Assistant City Surveyor of Seattle.

Reginald entered into a partnership with Frederick H. Whitworth, his cousin, who was City and County Surveyor at that time, known as Whitworth and Thomson. He became locating engineer for the SLS&E RW in 1886-89, and was a private engineer and mining engineer from 1889-92. He surveyed 13 Claims East of North Bend in 1890, most of them for Robert Guye. He surveyed a stone mine on Orcas Island, a placer Claim at Selleck, and two more Claims East of North Bend in 1892. At that time he was appointed City Engineer of Seattle, which he occupied until 1911. While City Engineer, he surveyed 19 Claims at Monte Cristo, but used engineer, Clarence L. White, as "chainman." Clarence was married to his cousin, and at that time was half of the firm called Thomson and White.

When he left the City, he became Chief Engineer for the newly created Seattle Port Commission from 1911-12. From 1912 until his death in Seattle, Reginald worked as a consultant, mostly for cities, counties, public improvement districts, provinces, and canal districts. He was elected to the Seattle City Council from 1916-1922, and was elected City Engineer for the second time 1930-31. He received a Masters Degree in 1887, a Doctor of Philosophy degree in 1903, and is the namesake of Broadview-Thomson Elementary School in Seattle. (biography)

**Thorn, William
Henry "Bill"**

1863-1963

USS

SES

Special Instructions 1906
(7/10/1906)

to

Special Instructions 1910



c. 1890

Born in Iowa as the son of a farmer, William was in Iowa in 1870 and 1880; lived in Oklahoma Territory in 1890 and in about 1896; surveyed the Black Hills Forest Reserve in 1899 as a U. S. Surveyor; lived in Clifton, Wyoming as a civil engineer in 1900, living in a tent with his crew; was stationed out of Redlands, California beginning in 1902; and surveyed townships in Montana in 1904.

William married Jessie Grant Emmons in Tacoma, WA in 1908, both for the second time. He surveyed the South and East boundaries of Mount Rainier National Park in 1906 as a U. S. Surveyor. Two of Jessie's cousins were on the Rainier survey crew. He finished the Boundaries started by Abner Dunnington in 1908, acting as an Examiner of Surveys. His survey of the Park was acknowledged by the Surveyor General of California. William was a Special Examiner of Surveys for the GLO in 1908-10, in Washington, Oregon and California at least. He made 26 examinations in Washington from 1909-10.

From 1910 until 1912, he worked for the GLO surveying townships on the Fairbanks Meridian, following the controversy between the USGS and the GLO, where the GLO criticized the work of the USGS for using triangulation. It appears he found no discrepancies in the township exteriors surveyed by the USGS. He writes of his trip to Fairbanks from Seattle as taking a month; via Whitehorse, pulling sleds on the ice over Lake LaBarge, where they had to overnight on the ice without shelter; and via the Yukon River to Dawson, and then to Fairbanks. A boat he was on sank below Lake LaBarge, and they were picked up by a steamer.

From 1912 until 1963 when he died, William lived in Redlands, CA, and from at least 1921-1947 he lived in a house with citrus trees in the back yard. He was retired by 1930. He is the namesake of Thorn Point, Thorn Meadows, and Thorn Meadows Campground, all in the mountains of Ventura California.

Tilton, Hanson**"Hans"***1833-1880*

Dem

Dr/Clerk

Clerk

1854

to

no more

Hanson was born in Indiana, the younger brother of James Tilton and Clara Sheets. He was in the first group of Clerks to arrive in Washington in December, 1854, secured an office, and began the transfer of notes and plats from Oregon. James Tilton had been to Washington D. C. to be briefed and didn't arrive until March, 1855. Hanson was a crew member of Thomas Frost on the ill-fated Puget Sound Meridian in 1855. When the Indian War broke out in late 1855, Hanson mustered into Co. B, 1st Reg., Washington Volunteers, and there are letters from him at The Dalles in the State Archives.

Hanson was accompanying Deputy Surveyor John J. Lowell, carrying a dispatch to Steilacoom, and they both proceeded to cross the flood-swollen White River. Lowell's horse sank, drowning him, and Hanson slipped off his horse and caught the tail, and was pulled to shore to safety. After the War, Hanson and fellow Clerk and cousin, Edward Gibson, went to the gold rush at the Fraser River in 1858. They bought a boat to transport supplies for the miners, but it and the cargo was confiscated by the Hudson Bay Company. They were also noted doing some mining themselves. He reports in one letter of bringing 220 oz. of gold dust out. Hanson and a partner made the Lowhee Strike in 1861 on Burns Creek near Williams Creek, but were overwhelmed by other miners. Within a month, the miners had taken out 48 lbs. of gold.

Hanson was in Rocklin, Placer County, California in 1868, and by 1870, Hanson was deputy pension clerk in Madison, Indiana, living with the family of his other brother, Mark Tilton, who was the Pension Agent. This was the County where the Tilton family had been living in 1854. Hanson was named a Notary Public in 1879, and died in Madison in 1880, where at least three of Hanson's siblings are buried.

Tilton, James

1819-1878

Dem

S G

Surveyor General 1854
of Wash.

to

no more



James Tilton was born in Delaware and received an engineering education somewhere. His father was the Surgeon General during the War of 1812, and had served in the Continental Congress from Delaware. James was a Major in the Mexican War and was wounded at Chapultepec. He married Isabella Hanson Adams in Wilmington in 1848. He was a civil engineer in Madison, Indiana in 1849, until his appointment as Surveyor General in August, 1854.

His brother, Hanson, and six other Clerks came first in December, 1854 across Panama. James arrived in San Francisco in February, 1855, having sailed around Cape Horn in The Phantom with his wife, children, sister Clara Sheets, nephew, Thomas Frost, sister Sarah Frost, James Tilton Sheets and a slave, Charlie. James had gone to Washington, D. C. for instructions. He left right away for Olympia and sent the rest on to Olympia later, arriving on March 30, 1855, some two weeks after James. James was a signer of the Point Elliott Treaty and the Quinault Treaty in about 1855.

The Willamette Meridian had been extended to the Sound, and many townships were already surveyed south of Olympia. He determined, in order to speed up the surveys near Seattle, to create a new Meridian, the Puget Sound Meridian, and had it surveyed. The Commissioner in Washington, D. C. severely chastised him and made him undo it, changing it to the Puget Sound Guide Meridian. When the Indian War broke out a year after his arrival, he was named Brigadier General and Adjutant General, under Governor Isaac Stevens, and occupied his time doing that for about 2 years. Some Hudson's Bay settlers were accused of harboring Indians and were jailed by the Volunteers, who had declared martial law. When told by the Supreme Court that action was illegal, Stevens and Tilton jailed Supreme Court Justice Lander. All were eventually released.

James rewarded many who backed him at that time with survey Contracts. When Lincoln was elected, Tilton was replaced in 1861. The newspapers were critical of his pro-slavery views, and questioned his loyalty to the Union. He challenged John Miller Murphy to a duel. While a USDS, the future Surveyor General, Anson Henry, attempted to bribe Tilton with no success. The family slave, Charlie, escaped from Olympia in 1860 and stowed away aboard the Eliza Anderson, but was found before reaching Victoria. The British Government seized Charlie at Victoria and freed him. Tilton wrote that he had contracted to rent him from a relative in Maryland, Rebecca R. Gibson. She was the grandmother of Edward Gibson and the step-mother of James Tilton's wife.

James was an Olympia City Trustee in 1862, a Regent of the University of Washington from 1864-65, and ran for Congress, losing to Arthur A. Denny, whom he had replaced as the leader of Company A of the Volunteers. From 1866-67 he was Territorial Treasurer. In 1867 he was placed in charge of the Northern Pacific Railroad surveys in Washington, when they explored several passes across the Cascades, and built the line from Kalama to Tacoma. Jared Hurd and William H. Carlton worked under Tilton at this time.

In 1871 he was in charge of the Walla Walla and Columbia River RR, and in 1873 made preliminary designs for the city of Tacoma in a "grid" pattern. He filed the plat of Newaukum in 1872 in Lewis County, and in 1874 he completed the survey of a RR over Snoqualmie Pass. James moved to Georgia in 1874 and continued his private practice of civil engineering, designing improvements on the upper Coosa River. He was appointed Chief Engineer and Inspector for the water supply of Washington, D. C. and Georgetown, and was living there when he died in 1878. James is buried in an unmarked grave in Oak Hill Cemetery in Washington D. C. His wife Isabelle is buried in Ross Bay Cemetery in Victoria, B. C.

James is the namesake of the Tilton River in Lewis County, Washington, and of James Tilton Pickett, the artist son of CSA General George E. Pickett and his Haida Indian bride, born while Pickett was stationed in Bellingham in 1857. James was also the namesake of Fort Tilton in the Indian Wars. His son Edward was educated as a civil engineer and had a long career, beginning as engineer for the Canadian Pacific down Fraser Canyon. Another son, Howard, returned to Olympia and stayed there until he died.

**Tower, Louis
Lovell**

1871-1916

Fusion

Dem

USDMS

Mineral Surveys 1897

to

Mineral Surveys 1909



c. 1910

Member AIME. Born and raised in Ionia, Michigan, Louis graduated from Michigan Mining School in 1893 or 1895. He married Mamie Allen in 1894, but she died in June of 1895 at age 20. Louis started working as an inspector for the Corps of Engineers at Grosse Point, Michigan, then went to Cook's Inlet, Alaska as a mining engineer, and then to Northport, Washington by 1897 to work for the LeRoi Mining and Smelting Company.

Minnie Perkins from Colfax, and a graduate of Mills College in Oakland, California, became his bride in 1899. While partnering with Walter Bowen in mining engineering and surveying plats out of Colville, he was Stevens County Surveyor as a member of the Fusion Party from 1899-1903, with Walter Bowen holding the office 1903-05. He ran again at least in 1908 as a Democrat.

Louis was Northport City Surveyor in at least 1911, and completed Mineral Surveys of 36 Mining Claims in Northeastern Washington from 1897-1909. The 1910 Census shows him living with his family at Northport, but he died there in 1916 of a self-inflicted gunshot wound to the heart. Louis had been confined to a wheel chair for several years.

**Townsend,
Edward
Candee**

1863-1946

Dr/Clerk

Clerk 1905

to

no more



1914

Edward was born in New York and attended Cornell for five years, receiving an A. B. with a special mention in mathematics in 1893, and went on to graduate school in mathematics there in 1894. He was inducted into Phi Beta Kappa in 1893, and was secretary of the mathematics club for the last two years. His thesis was "Systems of Coordinates."

He taught school in North Carolina and married Catherine Kurtz in Michigan in 1898; was a dry goods merchant in North Carolina in 1900; and moved to Olympia in 1904, where he was appointed to replace Joseph Hadsall as a Clerk in the Surveyor General's Office of Edward Kingsbury from 1905-06. He was a draftsman in the State Land Office in 1910 and 1920, became a civil engineer in the Land Office in Olympia in 1930, and retired in 1936. Edward and Kate lived in Olympia until Kate died in 1941. Soon Edward moved to live with his daughter in Wenatchee in 1942, which is where he died.

**Treadway,
Albert J.**

1823-1893

USDS

Comp

Dr/Clerk

Contract 68

to

Bond

Albert was born in Connecticut, and worked as a surveyor in Wisconsin in 1860, doing swampland surveys as a crewman for J. B. Whitelaw. In 1862 he received Contract 68 for one township and 8 DLC's at Port Townsend from Anson Henry. He used Gordon Henry and Francis Henry as chainmen, and George House, Jr. as axman. A month later, George House received Contract 70 for one township at Port Angeles, and Albert was the Compassman, with Gordon Henry and Francis Henry on the crew. Contract 93 for T16N R4E does not appear to have been surveyed by Albert. In the summer of 1862, he went on a prospecting trip to Idaho and Montana with Gordon, Francis and Dudley Henry.

Anson Henry appointed Albert as Chief Draftsman sometime before 1865. He continued in that capacity as Draftsman or Chief Draftsman from 1869-72 for Elisha Ferry until Elisha was appointed Governor, and Louis P. Beach became Surveyor General. Beach named David Clarke as Chief Draftsman, but Beach died the next year. When William McMicken was named to replace Beach, Albert was returned as Chief Draftsman. McMicken told Clarke that Albert had helped secure his appointment, but was very kind to Clarke after that. Albert remained as Chief Draftsman until McMicken was replaced in 1886.

Albert married Emma Quaymuth Quiemuth, a Nisqually and Cowlitz Indian girl of about 20 years of age, before 1876. She was the only daughter of Quiemuth, who was murdered in the office of Governor Isaac Stevens in 1856. He was the brother of Leshi, the famous Nisqually Chief, who was hanged shortly thereafter for his involvement in the Indian hostilities. Albert surveyed for a Canal down Black River towards the Chehalis in 1881, although the work was awarded to O. B. Iverson and William Jameson. Albert continued as a surveyor in Olympia until he died there in 1893 of kidney failure.

Truax, Sewall

1830-1894

Rep

Comp

USDS

Contract 169 (with 1873

Edson D. Briggs)

to

Special Instructions 1893



Born in Canada of American parents, Sewall moved with his family to Vermont in 1850, where he attended Norwich University for three years, and graduated in civil engineering. He left in 1851 to engage in surveying for railroads, until 1853 when he came across the Oregon Trail. He worked as a chainman for Ives and Hunt in 1854 in Washington and as a compassman for Anson Henry in 1853 in Oregon.

Sewall then became a compassman for Ives, Hyde and Lake in the Rogue Valley from 1854-55, and after that surveyed three Claim Contracts and four Contracts on his own in Oregon from 1855-58, in the Rogue Valley and the Southern Oregon coast. He served as a Major in the Oregon Cavalry during the Indian hostilities in 1855-56. At one time he was County Surveyor of Jackson County. He was a survey examiner for four Contracts on the Oregon coast in 1857-58. Sewall used small crews from a consistent pool of crewmen, and did the work himself on the surveys.

Sewall returned East to marry Sarah Chandler from Canada in 1861, and returned with his new wife to Jacksonville via Panama. In that year he raised a Company of Volunteers for the Civil War, the First Oregon Cavalry, and was named Captain. He was transferred to Fort Walla Walla as Major in charge, and then to Lapwai, Idaho until 1864. He left the Army and owned a store at Lapwai for several years with his brother Charles.

From 1865-67 Sewall was the engineer for Wellington Bird for the Lewiston, Idaho to Virginia City, Montana Wagon Road. Lewiston was the Idaho State Capital in 1865, and Sewall was twice dispatched to seize the State records to spirit them away to Boise. His nephew Edson Briggs arrived in 1873, and he and Sewall surveyed several joint contracts until 1880. Sewall also partnered with Levinus Swift and John Snow, and surveyed some on his own. In all, Sewall would be involved in 13 Contracts, totaling 247 townships and approximately 14,000 miles of line. They were almost all in Southeastern Washington, surrounded by Clarkston, Spokane, Moses Lake, and Pasco. His joint Contracts were shared in a checkerboard manner, and there is no record of him ever using a compassman. He notarized all of the oaths.

For some reason his last Contract, Number 270, has copies of rejected plats of 40 township exteriors at the National Archives. Sewell's half-brother, Stephen Truax, came to Washington briefly in 1880 and received a Contract. Sewall was a Member of the Washington Territorial Council from Walla Walla in 1883-84, serving as President, and by 1889 he was living in Spokane. He was appointed an Examiner of Surveys by the GLO in 1893, and he examined 9 Contracts in Washington. Sewall died in Spokane in 1894 of cirrhosis of the liver. His children were well educated.

**Truax, Stephen
Pomeroy**

1848-1924

USDS

Contract 274
(9/23/1881)

to

no more

1881

Stephan was born in Franklin Vermont, the younger half-brother of Sewall Truax. His attendance at Vermont Conference Seminary was noted in 1869, and he came west by 1880 to temporarily stay with his cousin, Edson Briggs, in Columbia County, WA. He had three brothers already in Washington. After marrying Anna Mirard Shepard in 1875, he left his wife and two babies at home, ages one and two. He received Contract 274, dated August 23, 1881, for the subdivisions of five townships at Moses Lake.

At the same time, his uncle Sewall was surveying Contract 270 which was for the exteriors of 40 townships, and included those in Stephen's Contract. Sewall notarized all of the oaths for Stephen's Contract. Stephen finished his work in the fall of 1881, and was approved by June 1, 1882. He patented 160 acres of forested property 10 miles South of Dayton in December of 1881 by cash sale. In July of 1883, he patented another 160 acres by cash sale in the Palouse 5 miles West of Uniontown. Stephen returned to Vermont in time to sire another child which was born in November of 1883. That year showed him owning 20 cows on his father's farm at Franklin, Vermont. He was a farmer and local road commissioner in 1900, foreman on a state road in 1910, and working on a dairy farm in 1920. He died in Franklin in 1924.

**Trumbull,
William C.**

1860-1923

USDS

USDMS

Contract 546 (with 1899
Hutson Niles &
Archibald Frater)

to

Contract 553 (with 1899
Hutson Niles and
Archibald Frater)

Born in New York, William graduated from Cornell in Civil Engineering in 1882, playing football and baseball. He soon located at Gold Basin, Washington, near Silverton and mining interests. Before he left New York, he married his wife, Mary, in 1883. William filed a 154 acre homestead on the South Fork of the Stillaguamish River and patented it in 1895. By 1886 he lived in San Bernadino, California, and worked on the Central Southern RR. From 1893 to 1901, he farmed his homestead and surveyed mines, being employed by the Mother Lode Mining Company in 1902. He had been a chainman for Elmer Lenfest in 1893 and a chainman for Manford Lisher in 1894.

In 1899, he received a Joint Contract with Archibald Frater and Hutson Niles, both very political. They all shared the work, and all signed the oaths, on 4 townships West of Metaline on the East side, although they were granted their request to be relieved of one of them. The three received another Joint Contract at about the same time for two townships in the same area. both Contracts were examined by M. P. McCoy, and there are notes that Supplemental Instructions were issued. It also appears that they all returned in 1900 to do corrections with different crews. William was a civil engineer at Gold Basin, WA, in 1898, and a surveyor in Snohomish, WA, in 1900. Before he returned East in 1906, he was a deputy county surveyor in Tucson, AZ.

Returning to the East, he worked 2 years as Assistant Engineer on the NYC&StLRR in Conneaut and Cleveland, OH, and then deputy county surveyor at Jefferson, Ohio. From 1912-13 William acted as Assistant Engineer on sewer construction at Newark, N Y; in 1915 served as deputy county surveyor at Trinidad, Colorado; and from 1916-18 was resident engineer, Old Yuma Mine, Tucson, AZ. From 1918 until his death in 1923, he has resided in Oil City, PA as Assistant City Engineer. (biography)

Trutch, John

1828-1907

Clerk

USDS

Clerk 1853

to

Contract 42 1858

(9/2/1858)



John was born on St. Thomas Island, Jamaica, where his father was a landowner and government official. The family returned to England in time for John and his older brother Joseph to attend school there, including Mount Radford College in Devonshire. Joseph left for California, and then Oregon in 1850, and encouraged John to follow, which he did in 1851. Together they surveyed Milton and St. Helens, OR, and a coal railroad. Joseph accepted the job as Chief Draftsman for John Preston in 1852 and John was named a Clerk for Charles Gardner in 1853.

John surveyed as a compassman for Harry Gordon and Josiah Preston in 1854, probably because he was trusted with the neophyte Josiah, the brother of the previous Surveyor General. John was awarded a Claim Contract in 1853 which was only for a few Claims in the City of Portland, probably politically motivated. In 1854, he was the first to survey Claims in Washington, on the Columbia at Woodland and St. Helens, and near Toledo.

While up in Lewis County, Washington, John was the compassman in 1854 for George C. and Charles T. Gardner, the inexperienced sons of Charles K. Gardner, again taking care of the neophytes. Joseph resigned his position so that he and John could accept a Contract together in 1854, including 13 townships between Forest Grove and Rainier, in which they employed compassmen for portions of the work. John generally surveyed his portions in his own person, while Joseph used David Thompson as

Another Joint Contract was given them in Oregon in 1856, including an offset Standard Parallel to the Coast between Rainier and Astoria, the Coast Guide Meridian, 36 Donation Claims, and 15 townships along the way. They employed three compassmen: Charles T. Gardner, the son of the Surveyor General; David P. Thompson; and Henry S. Gile, all existing or future Deputy Surveyors. Charles Gardner wrote to the Commissioner in Washington, D. C. of the struggles of the Trutches, having to pack all their supplies for 100 miles of line on the backs of their crew, because of the vegetation and steepness. Before the end of this Contract, Joseph married Julia Hyde, the sister of George Hyde and the sister-in-law of John Preston, and moved back to Illinois with John Preston.

John continued his GLO career in Washington under James Tilton in 1857 with Contacts 23 and 24 for 8 townships centered on Battleground. That was soon followed with Contract 28 for 2 townships at Yacolt and Chelatchie Prairie. John noted all the settler cabins that were deserted because of the Indian hostilities. Somehow, John surveyed the Saanich Peninsula Northeast of Victoria in 1858 for the British Columbia Government, dividing it into tracts, reserving some for Indians.

John next received Contract 32 in 1858 for 6 townships on Hood Canal near Port Ludlow, and Contract 33 and 42 for the exteriors of 9 townships at Sequim. He continued in 1858-59 with 12 townships near Bangor and Port Gamble. It appears he did all the work himself, with a varied but consistent crew, and notarized all the oaths. Alexander Coffey and John Newsom were occasional chainmen. In the meantime, Joseph had returned to England to lobby for a position in British Columbia, and returned with prospects for significant work. In July, 1859 he was awarded Contracts to do the Public Surveys in British Columbia at \$20 per mile. He asked John to join him, and they started the survey operation in British Columbia, beginning at the Initial Point near the present site of the Peace Arch at Blaine.

In 1862 Joseph was awarded a contract to survey and build a road up the Fraser River, leading to the Cariboo, and a bridge crossing the Fraser River at Alexandria. John help him with this project, and when Joseph was named Chief Commissioner of Lands and Works for British Columbia, he gave the toll bridge to John, who managed it for years, after building a house at Yale. Costing \$40,000 to build, Joseph was guaranteed the tolls from the road and bridge for 7 years, which amounted to \$10,000 to \$20,000 per year. Internet records show John returned at least to New York in 1864.

In 1870, John married Zoe Musgrave, the sister of the Governor of British Columbia. Joseph had negotiated British Columbia's entry into the Canadian Commonwealth, and was named Lieutenant Governor of Canada in 1871. He also had a promise that the Canadian Pacific RR would be built, and John had charge of several parties surveying alternate routes for that RR through 1876. Joseph was named Dominion Agent of British Columbia in 1880, in essence becoming Surveyor General, among other duties.

In 1889 John was named Land Commissioner for the Esquimalt and Nanaimo RW. He stayed in Victoria until his wife died in 1894, and by 1896 he was living at Willett House in Somerset, England. John and Joseph were both living at Willett House in 1901, with John's daughter Charlotte, a niece, Josephine Pender, and 6 servants. Joseph died there in 1904 and John in 1907.

The Trutch Bros. set a quarter corner in Clatsop County Oregon very near Fort Clatsop of Lewis and Clark. The corner was remonumented in 1882 with new bt's and rp's, one of which was a corner of a settler house. That settler noted the relationship of his house to Fort Clatsop. The corner was determined lost by a private surveyor in 1905 and set in error by measurement, with a 75 ft. error. The Fort was searched for in the interval with inconclusive results, until in 1993 when a private surveyor found the accessories to the 1882 reestablishment, and all the pieces fell into place. The Trutch's corner would have been within a very small search area, and the reestablished corner in error was illogical. (biography)

Trutch, Joseph

William

1826-1904

Dr/Clerk

DS in OR

Clerk 1852
 to
 no more



1871

Joseph was born in England, and then moved to Jamaica where his father was a land owner and government employee, but returned to England to attend school, graduating ultimately from Mount Radford College in Devonshire in civil engineering. He apprenticed as an engineer to Sir John Rennie, a prominent British engineer, assisting on the Great Northern and Great Western Railways.

He left for California in 1849, and after becoming discouraged there by the vulgar society after four successful months of business, moved on to Oregon. He surveyed the mouth of the Columbia, the townsites of Milton and St. Helens, and a coal RR on the Puget Sound at Skookumchuck. His younger brother John came to Oregon at Joseph's urging in 1851. In 1852 Joseph was named a Clerk and Draftsman in the Surveyor General's Office of John Preston at Oregon City, and continued into the regime of Surveyor General Charles Gardner. He resigned in 1854 to take Contract 50, with his brother John, to survey several townships between Forest Grove and Rainier. They shared the work, and David P. Thompson was a compassman for Joseph on this Contract for all his work.

They received another joint contract in early 1856 to survey an offset Standard Parallel to Astoria, Oregon, the Coast Guide Meridian, and several townships along the way. They again shared the work, and Joseph used the following compassmen: Charles T. Gardner, the son of the new Surveyor General; David P. Thompson; and Henry S. Gile, all future Deputy Surveyors.

Joseph married Julia Hyde, the sister-in-law of John Preston, in June, 1856 while working on the previous Contract, and left for Illinois in late autumn. While there, he developed land with John Preston, and worked as a senior engineer on a canal, again under John Preston. He went to England to arrange for an inheritance of 1000 pounds after his father died, and returned to Illinois to bring Julia back to England. While there, he lobbied for positions in British Columbia, and sailed there in 1859, where he received the Contract to survey the rural lands of the Lower Fraser River Valley, British Columbia at \$20 per mile. He requested John to come help him. Joseph completed a contract in about 1861 for the construction of the Harrison-Lillooet Road.

Joseph was awarded a contract in 1862 to survey and construct the Caribou Road across the Fraser River and up the East side of the river to Boston Bar. He was to receive the tolls for the road for 7 years. The 268-foot-span Alexandria Suspension Bridge was the gemstone of this project. Costing \$40,000 to build, it spun off \$10,000 to \$20,000 in tolls each year. He was elected a member of the Vancouver Island House of Assembly in 1861, and named Chief Commissioner of Lands and Works for mainland British Columbia in 1864. As a condition, he had to dissolve himself of his interest in the bridge, and gave it to his brother John. One of his titles was Surveyor General of British Columbia, and he also obtained that title for Vancouver Island in 1866. He built Fairfield House on 10 acres on the outskirts of Victoria, which became a social hub.

Joseph and John's mother and sister came to stay from England, and sister Caroline married Peter Reilly, a minister in the government. John married the Governor's sister, Zoe Musgrave in, 1870, and at that time, Joseph began representing British Columbia in the negotiations for entry into the Commonwealth. He did well enough to be named the first Lieutenant Governor of B. C. in 1871. One of the promises was for the Canadian Government to build the Canadian Pacific RR to connect B. C. with the rest of Canada. Joseph would have more power if B. C. stayed alone, but he was afraid B. C. would join the United States.

When in 1876, the Conservative Party was not in power, Joseph was not reappointed as Lieutenant Governor, and he and Julia returned to England until 1878, when the political situation changed. In 1880, he was named Dominion Agent for British Columbia, the agent of the Queen. This gave him the supervision of the construction of the Canadian Pacific RR, and control over the distribution of government lands. He retired from that position and all work in 1889, and was knighted by Queen Victoria at that time. Sir Joseph went back to England after that, but came back with his sick wife before she died in 1895, and then returned to England where Joseph died in 1904 at Hartrow Manor in Somerset.

In 1901, Joseph and John were living at Willett House in Somerset with John's daughter, a niece and 6 servants. Joseph was the namesake of Trutch, B. C., Trutch Mountain, Mount Trutch, Trutch Island, and Trutch Street in Victoria. Julia was the namesake of Lady Trutch Passage on the B. C. coast. Julia is buried in Ross Bay Cemetery in Victoria, and Joseph is in the Lydeard St. Lawrence Churchyard in Somerset. They had no children. (biography)

Tull, Victor

Elisha

1846-1921

Rep

Clerk

Clerk 1870

to

no more



c. 1904

Victor was born in Michigan, the son of an English immigrant farmer. He lived there until 1870, and then showed up as a Clerk in 1871 and 1873 in the Washington Surveyor General's Office of his uncle, Elisha P. Ferry. He was plagued by suits for collection of debt in the 70's and 80's. He was a chainman for Thomas Reed in 1876 at Elma. He worked for Black Diamond Coal Co. in 1880 and found deposits of good quality coal near Green River. Black Diamond began buying up coal lands, built a railroad, and went into production in 1885.

Victor was involved in mining interests the rest of his time on Puget Sound. He was in Montana in 1890, where he received a small survey Contract as a U. S. Deputy Surveyor, and also stayed active in mining near Helena. In about 1904, he was part owner of the Tubal Cain Mine on Copper Creek, South of Dungeness and West of Quilacene. It was a copper and manganese mine that had about 3000 feet of tunneling, but never made any money. He was involved in West Seattle development and was a member of the Board of the Wilkeson-Tripp Company, which was selling bonds in mining operations.

Victor had accumulated wealth along the way, and started wintering in California. He married divorcee Emily Luddington Rountree in Santa Clara, California in 1892, 14 years his senior, although in the census she reports herself as the same age as Victor. They were living in Seattle in 1900 and 1910 where Victor listed his occupation as "capitalist" and "mining owner". Victor and Emily travelled extensively, and spent the winters in California. He is the namesake of Tull City, Tull Pass, and Tull Canyon Creek near Iron Mountain on the Olympic Peninsula, and he owned 3000 acres east of Sequim. Emily died in 1917 in Oakland, California, and Victor in 1921, also in Oakland, leaving an estate of \$172,000 to his sisters.

**Turpin,
Horatio Harris**

1815-1864

Dem

Ch Clerk

EX

Chief Clerk 1854

to

Special Instructions 1855

Born in Virginia, Horatio's family came to Kentucky before 1820. His father served in the Kentucky legislature and owned a 4300 acre farm in Gallatin County, approximately at the intersection of I-71 and the Warsaw-Sparta Road. He died in 1826, and Horatio inherited 10% of the farm in 1838. Horatio was educated at Hanover College at Madison, Indiana and was a classmate of George Whitworth. His father also had a regular correspondence with Thomas Jefferson, who was a close relative. He married Mildred J. Hawkins in Carrollton in 1848, but they had no children. There were children of relatives living with them in 1850, and Mildred had died by 1860, maybe even before Horatio came to Washington.

Horatio owned 11 slaves in 1850, but gave them up to come to Washington when appointed as Chief Clerk by James Tilton in 1854. He was in Olympia with his nephews as Clerks in December, 1854, long before James Tilton arrived. Tilton also named him to examine the ill-fated Contract of Thomas Frost to survey the Puget Sound Meridian in 1855. The Indian hostilities in Washington ended his career there, and he was back in Carrollton, Kentucky by 1858. He sold most of his inheritance in 1858 and 1860, plus significant acreage he had acquired along the Warsaw-Sparta Road,. Horatio was living with his aged mother in Carrollton in 1860. He died there in 1864 from an illness as a result of his trip from Washington Territory, probably either Yellow Fever or Malaria. He was the uncle of Peterfield Turpin, George Bright, and Adam Luckett.

**Turpin,
Peterfield**

1840-1891

Dem

Dr/Clerk

EX

Special Instructions 1859

to

Special Instructions 1860



Peterfield was born in Gallatin County, Kentucky into the historic Turpin family. He was living with his grandmother in Gallatin County in 1850. His father was Edward Augustus Turpin, who eventually became Minister and Plenipotentiary to Venezuela, 1858-61. His uncle was Senator Jesse Bright of Indiana.

Another uncle, Horatio, and two cousins became Clerks for James Tilton in his Surveyor General's Office in 1854, and Peterfield followed in 1858. He worked as a Clerk in the Surveyor General's Office under James Tilton 1858-1861, and examined the survey of Contract 27 of Thomas Berry and William Carlton in 1859, and then of Contract 44 of William Carlton in 1860. At age 21, he married 16-year-old Eunice Harned in 1861. He was a strong Democrat and was elected Sergeant at Arms for the 1866 Washington State Territorial Assembly, where he was branded as a Copperhead by the press. At the same time he successfully ran for Thurston County Auditor in 1866, but lost in 1868. Peterfield owned a store on the Indian Reservation at Neah Bay in 1870, and was an engraver in Olympia in 1878. He received a patent for a wheel in 1882.

Peterfield served as a member of the Washington Territorial Assembly in 1883. He lived in a house at 6th and Main in downtown Olympia, long after the area became commercial, and he was eccentric, including having a Chinese cook. He suffered a partial paralysis, probably a stroke, in about 1884, and never worked after that. His wife petitioned the court to appoint a Guardian for him in October, 1891, and Judge Keady was appointed by agreement. Peterfield had been wasting money on friends, and was taken advantage of by many. Eunice and Peterfield moved to Pasadena in early November, but he died on Christmas Eve at age 51. They had two children that lived to adulthood, and one of which, Frank, graduated from the California Military Academy and served in the Legislature. (biography)

**Tweed, John
Patterson**

1846-1915

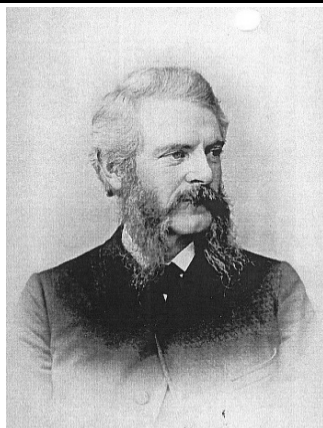
Rep

Dr/Clerk

Clerk 1879

to

no more



1885

John was born and educated in Cincinnati, Ohio until 19 years old. He was a clerk for 3 years, and had a part interest in a planing mill in Indiana for 3 years at a time when he married Dora Potter in 1867. They had one son that died as an infant and another that was born in 1886. John farmed for a year before coming to Olympia in 1872. His stay was brief, for he went to San Jose and clerked for the government for 5 years, before returning to Olympia in 1878 as a bookkeeper.

From 1879-1886 he was a Clerk in the Surveyor General's Office of William McMicken, and in 1888 was elected Thurston County Auditor for 4 years. He was denied the ability to claim a patent to U. S. Land in 1888 because he was a Clerk in the WA GLO office in 1883 with Herbert McMicken and Albert Treadway, when they all had filed for their Joint Claim on timberland. They all lost on appeal.

John and Dora were divorced between 1892 and 1900, and Dora and her son were living in their house in Olympia with a James Pierce as a boarder. She moved to Seattle in 1901, where she was living next door to James Pierce, and Dora and James married there in 1902, even though he was 10 years younger. Dora and James lived in Seattle the rest of their lives. John was a bookkeeper for the Tenino Stone Quarry in 1902 and then became Town Clerk for the City of Tenino until he entered the Masonic Home in Puyallup. He died in 1915 while a resident of the Masonic Home. (biography)

**Valentine,
Albert Lorain**

1868-1931

Rep

USDS

Contract 422

1893

to

no more



c. 1901

Albert was born in Iowa in 1868, and his family moved to California in 1875, where his mother died a few weeks later. She was the third wife of his father. Albert was sent to Seattle to live with a former brother-in-law, Samuel G. Benedict, where he obtained a public education through high school. His father remained in California until 1881, when he moved to Renton, Washington. There is no evidence he resumed care of his children, and after 1895, he returned to Iowa.

In 1886, Albert was employed in the survey party of the Puget Sound and Grays Harbor RR, and from 1887-90 in the employ of the Seattle City Engineer's office. He was an engineer for Port Townsend Southern RR and then with NPRR at the Seattle terminals. Albert was a chainman for Richard Stretch for several Mining Claims in the Cascade Mining District in 1892. He was awarded Survey Contract 422 in Whatcom County in 1893, but declined the job after the award and did not furnish a bond, resulting in cancellation. This was probably because he had obtained a job with The Oregon Improvement Company, lasting until 1899. Albert married Martha Alice Sidebotham in 1894, and they produced one son, Albert Jr. Albert's father was living in the Sidebotham household in 1885.

Albert worked at various industrial jobs until 1900, when he went to Nome, Alaska as manager for the Nome Trading Company, and also was an engineer on mining and ditch projects. Albert was elected Mayor of Nome in 1902, and returned to Seattle in 1903. In 1904 he was elected King County Surveyor, and served as King County Surveyor and Engineer until 1909. Between 1907 and 1909 he surveyed a dozen subdivision plats, some in partnership with Archimedes Fuller; was the County Engineer, and laid out many of the arterials of King County. He was a member of the Lake Washington Canal Commission in 1906, and from 1909-1916 served as Superintendent of Public Utilities for Seattle. He died in Seattle. (biography)

**Van Eaton,
Flavel Hunt
"Frank"**

1834-1901

Rep

Dr/Clerk

Clerk

1891

to

no more



1865

Flavel was born in Illinois, and graduated from the University of Illinois in 1855. He attended the University of Missouri Medical School for three years before practicing in Virginia and Illinois. He married Hannah Cavanaugh in 1858, joined the Missouri Cavalry as a surgeon in 1862 and served until 1865, exiting the war as a Major. They moved to Kansas in 1870 where Hannah's brothers, Thomas and William were State Officials.

They followed Thomas to Olympia in 1890, and in 1891 both Flavel and Hannah were Clerks in the Surveyor General's Office of her brother, Thomas Cavanaugh. Hannah continued in the Office of Amos Shaw in 1893. Flavel was able to get a pension increase for himself in 1900, and for Hannah in 1902. Flavel was an invalid from 1897-1901, confined to bed for the last two years. He died in Olympia in 1901, and Hannah died there in 1912. (biography)

**Van Eaton,
Hannah Anna**

1835-1912

Rep 1891
Dr/Clerk
Clerk

to

Clerk 1893



Hannah was born in Pennsylvania, and moved with her family to St. Louis, Missouri in 1845. She was the sister of Thomas Cavanaugh, and married Doctor Flavel Hunt Van Eaton in 1858. He was a surgeon for the Union Army in the Civil War with the rank of Major. They were in Kansas when Thomas was Secretary of State and moved to Olympia to be with Thomas in 1890, and by 1891, both were employed as Clerks in the Surveyor General's Office of Thomas.

Her husband died in 1901 in Olympia, and she died there in 1912. They lived with their daughter at least from 1900-1912, at a time when the son-in-law, Frank Lang, was the Messenger in the Surveyor General's Offices of William Watson and Edward Kingsbury.

**Van Vleet,
Lewis**

1826-1910

Dem
Comp
USDS

Contract 1 (as 1855
compassman for
Justin Chenoweth)
(4/29/1855)

to

Contract 316 1885
(cancelled)



Lewis was born in New York and moved to Michigan as a child, , and in both places his father was a farmer. He later moved back to New York where he graduated from Oswego Academy, by working his own way through, and then came across the Oregon Trail in 1853. He was a chainman for La Fayette Cartee in 1853, for Anson Henry in 1854, and for Harvey Gordon and Josiah Preston in 1854, all in Oregon.

In 1855 Lewis was a compassman for Harvey Gordon in Douglas County, Oregon for three Contracts and for Justin Chenoweth in Clark County, WA, for Washington Contract Number 1. The Indian hostilities began in the fall of 1855, and Lewis served under William Strong's Company of Volunteers, participating in the non-battle of Battle Ground. He received a Joint Contract with William Strong in Washington in 1856 for 8 townships along the Columbia River from Woodland to Cathlamet. They both signed the oaths, and Lewis used John Newsom and his brother-in-law, Alexander Coffey, as chainmen. William Strong had been, and again would be, a Territorial Supreme Court Justice for Washington.

Lewis filed a Claim on Fern Prairie for 160 acres in 1856 at a time when he was Clark County Surveyor. He also married Elizabeth Coffey in 1856, and they settled down on his Claim in a log cabin. In the same year, Lewis was elected a Member of the Washington Territorial Council, 1856-57, and in 1859 was elected a Member of the House. A Claim Contract from James Tilton was awarded to Lewis in 1857 for 84 Donation Claims in Clark and Wahkiakum counties, and again he used Alexander as a chainman. He received two Joint Contracts with John Newsom in 1858-59 for 4 townships along the Cowlitz River at Castle Rock and 4 townships along the Columbia River between Washougal and Stevenson. They shared the work and both signed the oaths.

Six townships were surveyed in 1859 along the Columbia River in Clark County, including surveying Hudson Bay Property that had been bypassed earlier. Since Lewis was a strong Democrat, James Tilton gave him two more contracts at the end of his term for 4 townships at Goldendale and 5 townships at Touchet. Brother-in-law Terrel Coffey was a chainman, and also worked as a compassman for one township at Goldendale. With the Republicans coming into office, this ended the GLO career of Lewis for 12 years. While living in Vancouver, he constructed his classic farm house at Fern Prairie in 1861-62, with some of the parts shipped from Boston. He was a Justice of the Peace at Washougal from 1857-64, and superintended the construction of a bridge across the Washougal River in 1862.

The Legislature gave him a franchise for a ferry across the Columbia at Parkers Landing in 1864. He left his farm in 1868 and moved to Vancouver before moving to Kalama in 1871, where he stayed until 1878. For four and one half years of this time, he was a land grant appraiser for NPRR at Kalama, helping them with the million acres they owned. William McMicken was employed there from 1871-73, and obviously they worked together. While at Kalama, Lewis served again in the Territorial House in 1871. Even though McMicken was a Republican as Surveyor General beginning in 1873, he gave many Contracts to Lewis until William was replaced in 1886. Lewis had 23 contracts over a 30 year career, surveying about 100 townships.

He received his first Contract from McMicken in 1873 for 2 townships at Odessa and 4 townships at Sprague in Eastern Washington, with Terrel Coffey as a chainman for part of the work. Lewis surveyed allotments on the Swinomish and Port Madison Indian Reservations in 1884, with Ignatius Navarre as a chainman. From 1874-1878, he surveyed 27 townships on 4 Contracts generally near Sprague, and his crewmen were relatively consistent. He had purchased the David Parker Estate at Parkers Landing earlier, while acting as executor, and in 1878 built a fine home on the Columbia River there. Since he owned all the lots in Parkersville as platted by David Parker, he filed a new plat in 1878, changing the lot lines. In 1879-80, Lewis surveyed 13 townships in 2 Contracts generally Southwest of Ritzville.

Clark County surveyor Albert Blackwood was a chainman on all these townships. Lewis received Contract 262 in 1880 for 7 townships Southwest of Chewelah, again with Blackwood as chainman. The last Contract that he actually surveyed was for 5 townships in 1881 Southeast of Vantage. His last Contract was in 1885 for 11 townships at Grand Coulee, which was cancelled by Commissioner Sparks in 1886 because of its involvement with Special Deposits. Sparks cancelled many Contracts as a precaution against the rampant fraud in the GLO.

By 1880 Lewis and his wife had moved to Portland where they lived at 202 NE Graham St., which is now a historic landmark. His daughter, Louise, who graduated from Medical School at Ann Arbor, moved into the house at Parkersville. Lewis still owned the farm, and it remained in the family. Elizabeth died in 1905 and Lewis died in Portland in 1910. He began receiving a U. S. Veterans Invalid Pension in 1900. (biography)

**Van Winkle,
Franklin Jason**

1868-1936

USDS

SES

Contract 578 1901

to

Special Instructions 1903



OR PE 186. California C. E. 1255. Frank was born in Weston, Oregon, just after his family arrived there in a covered wagon. He graduated from Weston Normal School, received a Bachelors Degree from Harvard, and from 1891-95 was President and Instructor of Mathematics at the Weston State Normal School. He received his first Contract in Oregon in 1898 for one township Southeast of Cove.

Frank was a school teacher at Port Crescent, WA in 1900 and was awarded Contract 579 in Washington for 3 townships West of Raymond in April, 1901. He filed a patent for a 160 acre Homestead in 1903 just Northwest of Tollgate. Frank was indicted by the Federal Government in 1905 for "conspiring to enter into an agreement to defraud the Federal Government" in Oregon in 1902 in the Henry Meldrum/Rufus Moore Land Fraud Case. Apparently he was a Notary Public and falsely certified oaths. The case had not gone to trial by 1909, but a hometown newspaper wrote that the case had been dismissed in 1905. However, it was still pending in 1909.

Frank was listed as an Examiner of Surveys for the GLO out of Portland in 1905, 1907 and 1909. He examined 2 surveys in Washington in 1907, resulting in suspension of both Contracts. George Campbell had to resurvey about 15 miles of line, but in one instance he showed that Frank was wrong. From 1908-28 Frank was a government surveyor in Utah, Wyoming and Minnesota for the direct system, surveying Zion and Bryce National Parks, among other surveys.

Frank married 20-year-old Elzoa Steinmetz in 1908, but she died of peritonitis in 1910. While living in Portland he was a hypnotist, magician, mind reader, and wrote poetry for the Oregonian. He became involved with Emma Smith, a married woman, causing her to divorce her husband. After Emma died in 1918, there was a lawsuit brought by Emma's siblings against Frank. They alleged he hypnotized her and had her create a will giving everything to himself. He also had her deed him some property, and when she died four days later, he falsified the death record to try to avoid having the siblings find out that she had died. The estate was only worth \$3500 plus the property.

Frank was a Civil Engineer in Portland in 1920, before moving to Modesto, where he married Emma Deeney in 1921. Frank worked for the Modesto Irrigation District from 1928-1936, serving as Irrigation Engineer from 1832-36. He died of a heart attack walking through a field in 1936.

**Ventzke, Fred
Ferdinand**

1870-1950

USDMS

Mineral Surveys 1902
to
Mineral Surveys 1902



1904

Fred was born in Wisconsin, received a basic education there, and graduated from the University of Wisconsin in Civil Engineering. He surveyed for railroads in the Midwest until 1896, when he came to Washington in the employ of GNRR. Two brothers were already there in the Methow Valley. Fred then worked for the Geological Survey until 1898 when he came to Okanogan County to take up a homestead on the North Fork of the Methow near Winthrop.

Fred lived in Slate Creek Mining District in 1900 and surveyed 9 Mining Claims there in 1902, and 6 Claims on the Upper Methow in 1903. He surveyed 7 plats in Okanogan County from 1901-13, and was deputy county surveyor in 1904. After his father died, his mother came to live with Fred until she died in 1919. While at Winthrop, Fred was a U. S. Land Commissioner and a U. S. Deputy Mineral Surveyor. He lived in Winthrop until he died in nearby Brewster in 1950, and never married. (biography)

**Vickrey, Levi
Cassity**

1853-1907

Rep

Contract 367 1891
to
Contract 392 1892

Levi was born and raised on a farm in Indiana, and stayed there until at least 1880, when he was a school teacher. He married Mary Kendrick in 1889, and in that year he was a surveyor in Tacoma, surveying two plats, and two plats in Pacific County under Vickrey and Shane. He was awarded Contracts 367 and 392 in 1891 and 1892, all in the coastal forests. Contract 367 in 1891 was for 4 townships near Grays Harbor and was dependent on Elijah Wade to survey the North line of T15N R7,8W.

This was accomplished in 1892, and Levi finished his survey. He received a good examination from William Elwell in January, 1893. Levi was challenged by the Commissioner at the last minute because the North line of T15N R7,8E differed by one degree from that of Elijah Wade. Elijah resurveyed his line, and reaffirmed that he was correct. It appears from the record that neither Wade nor Vickrey changed their surveys, and both were finally approved in 1896. Google Earth supports the fact that Levi was correct.

As County Surveyor in 1894, Levi wrote to the Surveyor General asking for a letter defending him from claims of incompetence based on Contract 367. He was running as an Independent for County Surveyor, and his Republican opponent was digging up dirt. He did win that election, and in 1895 was again examined by John Brophy. Brophy became lost for 2 days in the pouring rain, and almost died. Levi befriended him and nursed him back to health, in order for him to perform the new examination of Levi's work. Levi received Contract 392 in 1892 for two townships West of Mount Skokomish on Hood Canal and 4 townships in the coastal forest, but probably because of the controversy on his first Contract, he did not proceed, and the work was reissued to others.

In 1898, while at South Bend, Levi filed a patent for a lifting device. By 1900 Levi was in Redlands, California as a surveyor and homebuilder. He received two Contracts for several townships in 1906 near San Bernardino in Imperial Valley from the California Surveyor General, but appears to have died just before finishing them, although his wife did collect \$2871 in 1910.

**Von Gohren,
Ernest Louis
Friedrich**

1851-1931

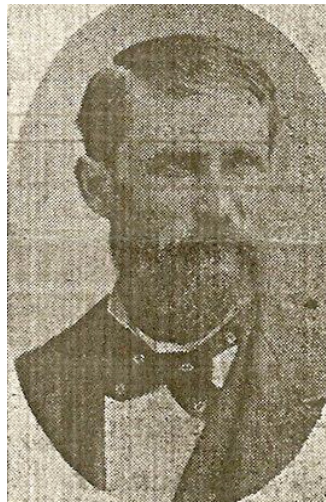
Rep

USDS

Special Instructions 1884
(2/20/1894)

to

no more



Born in Tennessee, Ernest was educated as a civil engineer, and his father was a German immigrant, trained in horticulture. Ernest lived with his family in Greeley, Colorado in 1878, at the time he started across the Oregon Trail. He met his wife on the trail, and married Mary "Emma" Fry along the way at The Dalles, Oregon in October. From a quote from a book, his in-laws were "Judge Fry" and "his saloon-bustin' wife".

After following the Fry's to the Willamette Valley and then the San Juans, he was a farmer and a surveyor on Orcas Island in 1880. The Surveyor General issued him Special Instructions in 1884 to survey Crane Island, a small island on the Southwest side of Orcas Island. Ernest had a nursery, and was a specialist in fruit trees, planting and managing several hundred acres, including his own, as well as for others. He was appointed to the State Horticultural Board from about 1889-97 and was San Juan County Surveyor for several years. His parents came to live on Orcas Island in 1890, but left in 1894 to return to Colorado. Ernest lost 2 of his young daughters from cholera in 1893, just three days apart. Ernest and Emma were estranged in 1895 as noted in a letter. The economy had crashed in 1893, and irrigated Eastside fruit was cutting into the market.

There was a leap of some kind, and Ernest and his family, including Emma, were living in Seattle in 1900, where he was a landlord and a chainman for Charles Anderson. Between 1906 and 1908, he was buying and selling lots, and building houses. Between 1910 and 1930, he was most referred to as a surveyor or civil engineer, except in 1920, when he was listed as a poultry breeder in Kitsap County. Ernest and Emma were living with his son in Rose Hill in 1930, and he died in Kirkland. in 1931.

Wade, Elijah
Luark "Elizie"

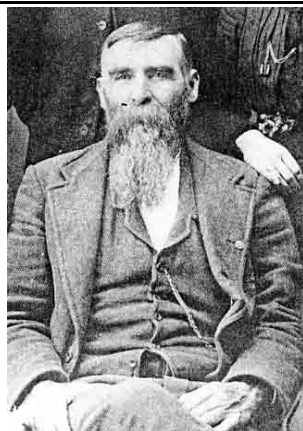
1836-1910

USDS

Contract 359 1891

to

no more



Elijah was born in Indiana, but was in West Virginia when he married Ann Arah Wade in 1853, and when he married Martha Thomas in 1857 after Ann died. He joined the Union Army in 1863 as a Private, serving until 1865, and mustered out as a Second Lieutenant. He stayed in West Virginia until at least 1874, working for awhile as a sheriff, and then joined his uncle, Patterson Luark, in Grays Harbor County, WA by 1880.

He was always a farmer, except in 1884 when he was a chainman for Samuel Berry, and in 1892 when he became a Deputy Surveyor when executing his Contract. This was Contract 359 for two townships Northwest of Brooklyn, of which he surveyed the exteriors of both, and the subdivisions of one. These two townships had originally been awarded to Francis Henry under Contract 334, but he failed to perform. Elijah Wade criticized Henry for trying to sell claims and locate parties thereon, wasting the provisions furnished by the settlers.

Francis relinquished the Contract and the two townships were awarded to Elijah. He was inspected by William Elwell with a good review, but after he was approved by the Surveyor General, the Commissioner telegraphed Olympia that there were errors in the South line of the survey. Levi Vickrey had been surveying the townships to the south at the same time and had turned his survey in with the same result, that his survey was suspended also. (The direction of the common line was a degree different.)

Elijah paid to resurvey at least part of what he had done, first by David Byles of one mile, and then by Robert S. Jackson of Aberdeen of the whole 12 miles. His line stood up against Vickrey, although Google Earth tends to support Vickrey. It appears that Vickrey also did not change his survey, but it was not approved until 1896. Two of Elijah's sons were on the original crew, which questionably included 9 men. Elijah was County Surveyor of Pacific County in 1890-91, at a time he created a plat of the Quinault Indian Reservation. He went back to farming and logging in Grays Harbor County at North River, and died in Montesano in 1910.

**Wands,
Charles G.**

1861-1904

USDMS

Mineral Surveys 1903

to

no more

Born in Illinois, Charles was raised in Nebraska on a farm until at least 1880, when he was still at home. He was a civil engineer in both Yakima and Kittitas County in 1885, when he worked for NPRR during construction. He married his wife Bernice in Weiser, Idaho in 1899, and by 1901 was living in Yakima. He was Vice President of an irrigation company in Moses Lake in 1903, and in that year, surveyed three Mining Claims Southwest of Leavenworth. Charles was the engineer for an irrigation project in the Wenas Valley in 1904, to extract water from the Klickitat River via a 35 mile canal, and was promoting it in 1904 in Tacoma.

Charles suffered a tragic accident in 1904 at Milton, WA, where he was returning from a presentation at Tacoma for that irrigation project. At 11:35 pm, he stepped from one Interurban car to another and fell in between. He was killed instantly and severed in two and mangled before the train stopped. They had difficulty retrieving the pieces of his body because of the electrification of the third rail. He was scheduled to go back East to raise money. His wife sued the RR in 1906 with unknown results.

Ward, Charles**Clarence****"Clarence"***1866-1962*

USDS

Contract 495 1896
(5/9/1896)

to

no more



PLS 1085. Member ASCE. Born in Washington, Charles was the nephew of David Byles, Charles Byles and Thomas Mercer and the brother-in-law of Edward Meany. He lived on the Skokomish Reservation in early childhood, where his father was a teacher before moving to Seattle. His father served in the Legislature in 1879, and Charles graduated from the University of Washington in Civil Engineering in 1889. He surveyed for railroads, paper mills, and shipyards until 1892, when he went to Yakima for the Yakima and Kittitas Irrigation Company, which soon went broke.

That same year he surveyed for the Sunnyside Canal and helped lay out the town of Sunnyside. In 1894 Charles surveyed for the feasibility of generating power at Priest Rapids. During the tough times, his father secured him a job with the Geological Survey. At that position from 1895 to 1897, he surveyed in Portland, Coos Bay, San Francisco, the Salton Sea, and the Mojave Desert. Charles then ran the traverses and levels for the design of the Lake Washington Canal. In 1896 he was a chainman for James McPherson and Thomas Wyche on the survey of the South Boundary of the Yakima Reservation. Also in 1896, he received Contract 495 for a fractional township adjacent to the Yakima Reservation south of Mabton. His survey was suspended after an examination by A. Ward Morris, and reexamined. He was directed to do very minor corrections to the notes and plat, and was finally approved in 1900.

In 1902 Charles worked for George Cotterill in Seattle, and at age 37, married Harriott Scammell Olive in Cashmere in 1903. She was a 30 year-old Canadian that had graduated from Mt. Allison and had received a Master of Art from Radcliff. They subsequently had 5 children. He was: in Billings, Montana in 1903, in Corbett, Wyoming in 1907, the City Engineer of Wenatchee in 1910, a fruit farmer in Cashmere in 1920, a civil engineer living with his in-laws in Cashmere in 1930, and a civil engineer in Wenatchee in 1940. He surveyed a few subdivision plats in Chelan County up until 1936. Charles died in Vancouver, WA in 1962, at age 96, where he and his wife had gone to live near a daughter. (biography)

**Ward, Ernest
Eugene**

1845-1933

Dem

Special Instructions 1910

to

no more



Member AIME. Ernest was born in Minnesota, the son of a Canadian immigrant. He was still there in 1900 as a machinist in Minneapolis. By about 1905, he was attending Washington State University, where he received a B. S. in Mining Engineering in 1908. He married another WSU graduate, Nellie Olive "Ollie" Smith, in Pullman, WA in 1909 when he was working in Colville.

In 1910-11 he was in Orient, WA as a mining engineer for a gold mine. He was a bonded USDMS, without ever filing a final survey, and served as the president of the Orient Improvement Club. Ernest was headquartered in Bellingham, WA, working for the Silver Hoard Mines Co. in Anyox, B. C. in 1913-19. The family lived in Sagle, ID for a while. The 1930 census lists him as a mining engineer in Myrtle Creek, OR, where he bought the Chieftan Mine. Sometime the family moved to Talladega, Alabama where Ernest died in 1938. Shortly after that, his wife and children moved to a farm near the base of Steptoe Butte, WA.

**Ward, Gilbert
Mortier Carrol**

1845-1933

Dem

Rep

USDS

Contract 267 (with 1881
Oliver B. Iverson)

to

Special Instructions 1893

Gilbert was born in Vermont, and from his 12th to 18th year, he lived in the Shaker community of New Lebanon, New York, a life of strict discipline, with study and manual labor intentionally crowding out all play. He enlisted as a private in the Civil War in the Vermont infantry, serving from 1862-65 with a brief status as a prisoner at Harpers Ferry in 1862, and ending as a Corporal. He settled in Michigan, and attended and then taught school, working at farming while lumbering and surveying. He married Rachel Ball in 1869, but after two children, she died in 1876. By 1876 he was in Washington where he was a chainman for Thomas Reed and Ross Shoecraft in the Olympics. He married Mallie Roundtree in Oakville in 1878, and worked as a farmer and a chainman for Ross Shoecraft in Mason County.

Gilbert received a Joint Contract with Oliver Iverson in 1881, a surveyor he had worked with for Shoecraft. They shared the eleven townships, with experienced Deputy Surveyor William Jameson as the Notary for all the oaths in the field. Gilbert surveyed a fractional township South of Oakville, and then moved across the mountains to sign the oaths for 7 townships South of Wenatchee. There was no reason for Jameson to be there all the time, and he probably participated in the surveys as a compassman. Later in 1881, Gilbert was awarded his own Contract in the coastal forests. Those were surveyed again with Deputy Surveyor William Jameson as the Notary in 1881-82. Jameson was a poor surveyor in his past surveys, stubbing the lines, and doing favors for timber companies.

At this time he received Special Instructions to survey 4 townships between Vantage and Quincy in March, 1882. The chief employee for the Benson Syndicate in Washington, Charles Sawyer, notarized the crew oaths, and the notes were in the mimeo format typical of the Syndicate. The notes said the survey was done in 1884. Given the choice between Gilbert actually doing the survey for the Syndicate, or just signing blank oaths, it is far more likely he just signed blank oaths. It certainly is his signature, but the timing of the survey would indicate he was not in the field.

Between 1883 and 1885, Ward received three Contracts on the Olympic Peninsula, mostly paid by Special Deposits. Two fractional townships North of Hoquiam and one South of Clallam Bay were surveyed without incident. T31N R10W on the Straits East of Pysht, which was surveyed by Compassman Thomas Wylie, was examined by Henry Martin and suspended. The letter said he meandered three streams beyond the width worth meandering.

That letter happened in 1887, and after an appeal by Ward, the Commissioner revoked the first letter in October of 1890, and Gilbert was paid. He had changed his notes to reflect the first letter, but then changed them back. Gilbert had appealed for the money, and the court said he was denied due process, and should have had a hearing. While waiting for his pay, he was sued twice for foreclosure of mortgages in 1886 and 1887.

Contract 341 was his last Contract, awarded in 1890, involving 5 townships in Grays Harbor and Lewis Counties. Townships T12N R5,6W were inspected, rejected, and ultimately approved in 1896 after corrections in the field in 1894. He had used Compassman Charles F. Hill for the work. Charles was a graduate of Penfield Academy in New York, and had recently arrived in Hoquiam. Township T13N R6W was inspected first by James Dewitt in 1891, who said that "no surveyor depending on surveying for his livelihood would leave a survey in this shape", referring to the charges that the entrymen were sabotaging Ward's survey to prevent the timber company entrymen from achieving title. He suspected vandalism. A mill company had put a cabin on each quarter section hoping to get title. DeWitt noted that Clinton Pulsifer worked on this township for Ward.

Windom Spearin made another exam in 1892, and said it was good work, except that the bt's on the Standard Parallel were on the South side. He noted that a compassman had been used, inferring that it was Clinton Pulsifer. The Commissioner rejected T13N R6W and debarred Ward from further work. T21N R9W was inspected first by James DeWitt, who concentrated his exam at the Southwest corner of the township. There was an outstanding complaint by an entryman, and the Commissioner ordered a new exam.

Windom Spearin made a new exam and noted in 1893 that Ward started at a corner 1 1/2 miles East of the Southeast corner of the township instead of the correct point. As a result, his survey overlapped the township to the East by 1 1/2 miles. Gilbert resurveyed the entire township in 1894. In the meantime, Clinton Pulsifer had received a Contract to survey the township to the West, and did so based on the original version of Gilbert's survey. Clinton's was rejected, and he never resurveyed it, with the work being contracted to George A. Schwartz in 1895 as compassman, with Clinton getting nothing.

Township T14N R5W was examined without issue, and approved with the others. Ultimately, Ward was allowed to correct his work, and the Contract was approved in 1896, after a final exam by John Brophy in 1895, at which time he was paid \$3500, after a deduction of \$776 for his problems. Gilbert appealed the discount to the Secretary of the Interior, and he was paid the \$776 in May, 1896. However, major errors of up to ten degrees in angle, and ten chains in distance still exist in the field as disclosed by subsequent surveys. The Examiners complained of the conditions for their surveys, involving constant rain, rowing boats up the Humptulips River for miles, and long walks on muddy roads just to get to the exam site. They slept on the floor of settler's cabins when possible, and furnished their own food.

During the time of these surveys, Gilbert had been residing in Oakville and Elma. He was arrested and jailed in 1895 for threatening to kill his wife, with the results unknown. By 1900 Mallie was not living with him, and divorced him in 1909. Gilbert was a night watchman in a sawmill in Shelton in 1900, living with three of his teen age children. He was elected Mason County Surveyor in 1902, and was living alone as a surveyor for Mason County in 1910.

**Warner, Edwin
Hall**

1858-1927

USDMS

Mineral Survey 1901

to

no more

Member ASCE. Edwin obtained a degree in Civil Engineering back east, and was a civil engineer in Seattle in 1889-92, becoming a member of ASCE in 1891. He apparently was City Engineer of Seattle in 1892, when he charged that someone had changed grade stakes on the trunk sewer line on First Avenue. After that, he declined reappointment as City Engineer. Edwin married in Seattle in 1890 to Frances Ferguson, and reviewed a power project at Okanogan on the Salmon River in 1897.

In 1898 he was an engineer for the White Pass and Yukon RR, and then worked for the British in Yukon Territory. Edwin lived in Republic in 1900-1901 as a civil and mining engineer, where he performed his one Mineral Survey, and created a beautiful map of Republic. Edwin bought a large acreage parcel in the Philippines in 1898 and was challenged on title issues, but he prevailed in the Philippines Supreme Court in 1902. He designed the reinforced concrete public pier and sewer outfall at Santa Monica in 1908, and spent the rest of his career in California, living in Fresno in 1920, and in Burlingame in 1925. He wrote several articles for the ASCE Journals and for non-technical publications and newspapers. He died of a heart attack while at work at his desk in 1927.

**Warren,
Frederick Argo**

1881-1965

Rep

USDS

HES

USDMS

Special Instructions 1910
(4/27/1910)

to

no more

Fred was born in Pendleton, Oregon and left school after the eighth grade. He was a surveyor in Chesaw in 1903, where he married Harriet Evans, 7 years his senior. He then was a surveyor in Spokane from 1906-10, and a Civil engineer in Coeur d'Alene, ID in 1910. He was in a partnership in engineering as Warren and Littlejohn in Wenatchee in 1908, doing irrigation design, when he first ran for County Engineer. He was County Engineer of Chelan County from at least 1913-15. He surveyed one Homestead Entry Claim above Index in 1910, one Mining Claim at Leavenworth in 1911, and five more there in 1917. Harriet died in Wenatchee in 1915, and he married Julia Leonard in Montana in 1917.

Fred was commissioned to the rank of Captain in the Corps of Engineers in 1918, and was discharged in 1919. He was working for the Bureau of Reclamation as an inspector at Electric City in 1940-42, and died in Wenatchee in 1965.

**Watson, Jessie
Edna Harlan**

1867-1954

Dr/Clerk

Clerk

1897

to

no more

Jessie Edna Harlan was born in Ohio, the daughter of a prosperous lumber dealer. She married William Parsons Watson in 1893 a year before he was named Surveyor General of Washington. Jessie had two children before she was appointed by her husband to be a Clerk in the office at \$900 per year. They moved to Portland, where Jessie had her third child. William worked again for railroads before opening an office in private practice in Nashville in about 1900. He was on a RR job in Seattle when he died in 1910 of pneumonia, and Jessie had to retrieve his remains. She continued to live outside of Nashville until she died there in 1954 and is buried in Mount Olivet Cemetery.

Watson, William Parsons
 1848-1910
 Dem
 S G
 Washington 1894
 Surveyor General
 to
 no more

Member ASCE. Born in Tennessee of Judge Samuel Watson and the daughter of Governor Marcus Morton of Massachusetts, William graduated in Civil Engineering from Yale in 1869. He worked for the Sycamore Powder Company, owned by his father and the du Pont family in Sycamore, Tennessee, in construction works until 1879, when he went out in the world. He was the engineer for the construction of sewer lines in D. C., surveyed for the Coast and Geodetic Survey in 1880, an engineer for NPRR in Montana in 1882, an engineer for Canadian Pacific RR 1884-86, and then Principal Assistant Engineer for GNRW 1886-88.

From 1888-90 he was with UPRR in the Northwest, with part of the time as the Chief Engineer for P&PSRR. From 1890-92 William was Principal Assistant Engineer for the Seattle and Montana RW in Washington before being employed by the Corps of Engineers to make surveys and estimates for a RR or canal around The Dalles. He married Jessie Harlan in 1893 in Seattle, just before he was appointed Surveyor General of Washington by Democrat Grover Cleveland in 1894. William appointed his wife, Jessie, as a Clerk in the Surveyor General's Office, even though she had small children at home. He brought two nephews in from Tennessee as Clerks, William and Frank Whitthorne.

When he was politically replaced in 1898, William returned to UPRR for the Columbia River Branch and for the Leamington Cut-Off in Utah. He was with the Missouri Pacific RW in 1903, and returned to UPRR in 1904 for the SJ&GIB RR. He was Chief Engineer for 300 miles of RR in Indiana in 1905 before he was employed by CM&SP RW in Montana.

William represented the 'Frisco RW in St. Louis in 1908 before taking on his last assignment in Seattle, where he was secretly investigating railroad issues. In August, he strongly endorsed Judge Thomas Burke for Senator, writing a lengthy letter in the Seattle Daily Times. He died in December in Seattle, suddenly at age 60 of pneumonia, and his remains were brought back to Nashville by his wife and daughter. He had maintained an office in Tennessee for 10 years prior to his death in Seattle. William was elected a Member of ASCE in 1887. (biography)

**Webster,
Robert Alonzo
"Bob"**

1868-1941

Rep

USDS

Contract 385 1892

to

Contract 445 1894



Robert was born in Iowa of an English father and an American mother. The family soon moved to Clark County, WA in 1870, where they settled on a dairy farm near Fern Prairie. Robert remained on the farm and attended school until 1892, when he was assisting Manford Lisher, City Engineer of Vancouver. Robert obtained a Contract in 1892 to survey part of T3N R5E, a few miles northeast of the farm and South of Silver Star Mountain.

Robert submitted the notes in August, 1893, and they were returned for corrections. He corrected them and was examined by Alfred Ruth, another Deputy Surveyor, who did not disclose the large error in distance on one line, even though Ruth inspected that line. The exam prompted some questions, but he was approved in June, 1894. Robert stubbed everything, meandering around the township, but other than that did good work.

He received another contract in 1893 for T3N R4E in Dole Valley and T3N R8E at Carson. He was awarded maximum rates, and asked for an extension of time for snow. He was approved by the Washington Surveyor General in 1894, and the notes and plats were sent to the Commissioner. Robert used a better methodology in his survey than the previous one, but this time he was inspected by T. R. Hinsdale out of Washington, D. C. Robert did not receive the results until 1896. Hinsdale found a 7 chain error, but said the work was good, considering the almost impossible conditions. Robert was suspended and ordered to do an entire new survey of both townships. He had bonded his father's farm, so there was no alternative. He resurveyed the westerly two thirds of T3N R4E and at least some of T3N R8E in 1896. The old notes and plats are in the D. C. Archives.

He was approved and paid in February, 1898. Just after that, Deputy Surveyor Charles Homan found the north line of T3N R4E still not correct, but Webster had been paid, and Homan retraced the line, establishing a sectional correction line to the North. In the meantime, Robert had received another Contract for T31N R45,46E at Newport in 1894. He was examined again by T. R. Hinsdale and suspended, but was inspected again by fellow Deputy Surveyor, Alfred Ruth, and found to be correct. He was paid in 1896, although distortion exists in his work.

From 1894 until 1925, Robert did private surveying, and also served as Clark County Surveyor from 1899-1903, and 1907-09. with brief gaps. In 1901 he defended Manford Lisher in his battle with the GLO near Lake Merrill. From 1910-20 at least, he was also a prune grower at his farm near Proebstel in Clark County. In 1930 he was retired in Portland, and by 1935 was in a convalescent home at 3319 Main Street in Vancouver. He was still there in 1940 and died in 1941.

Wetzel, John

1860-1911

Rep

USDS

Comp

Contract 474 1895

to

Contract 599 (with 1903
Irving Worthington
as compassman)



1900

John was born in Kentucky, and in 1882-84 worked for the Mississippi River Commission as a topographer. From 1884-88, he worked in construction in Texas, and then came to Coeur d'Alene for the OR&N. By 1889 he was a transitman for Riblet and Strack in Spokane. John married Nellie Scott in 1890, and at that time was employed as an engineer for Huber, Hough, and Trumbull. Nellie had been married in Montana, and had a son.

In 1892 he was in the Spokane City Engineer's office, and was Assistant City Engineer from 1893-97. John's first Contract was for two townships at Deer Valley in November, 1895. He was approved to begin in June, 1896, and finished by March, 1897. He used two separate crews, with experienced Deputy Surveyor Irving Worthington as the moundman on one crew (probably the compassman). Irving had been a chainman for Benson surveyor John Ashley in 1891. John was examined by A. W. Morris in 1897, and after some corrections to the B. T.'s, he was approved. He received another Contract for one township at Ruby in Pend Oreille County, and it was surveyed in 1899, examined in 1900, and approved.

The last Contract of John was for two townships at Oroville in early 1903. He was approved to begin, but in June he asked for the survey to be performed by Irving Worthington as compassman, and the request was granted. The work was examined by M. P. McCoy in 1904 and 1905, and after several corrections to the notes, it was approved in 1906. John was elected Spokane County Surveyor from 1898-1901, doing private and GLO surveys at the same time. He held the positions of President of Spokane City Commissioners, President of the Board of Public Works, and Superintendent of Water Works in 1909. He was Chief Deputy County Engineer in 1911 when he died at age 51.

**Whealdon,
Joseph Alfred
"Joe"**

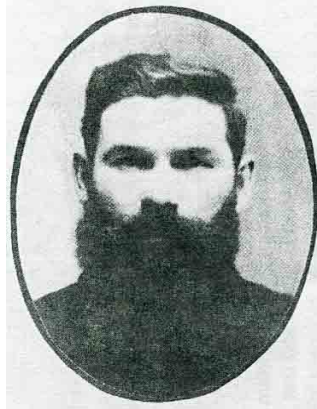
1847-1917

Dem

USDS

Contract 208 (with 1875
Henry Gile)

to
Contract 303 1883



Joseph was born in Ohio, and went to Illinois by 1847 with his family, where his father died in 1850. He lived there until at least 1860, and moved to Ilwaco, Washington with his brother, Isaac, where his uncle "Ike" had a DLC. Ike recommended that Joseph and Isaac go to the Naselle River Valley, and they explored that option in a rowboat. Joseph filed a Claim on tidewater, and Isaac filed one above that.

They both perfected their Claims, but were living together in 1880. Both Joseph and Isaac were chainmen for Henry Gile in 1873. Joseph received a Joint Contract with Henry Gile in 1873 for three townships, two at Naselle, and one at Nemah. One at Naselle was surveyed by both, and the other two were surveyed by Gile. Both brothers perfected their Claims in 1880, and Joseph moved in with Isaac, because Joseph's Claim was on the lower river and was wet in the winter. From 1880 until 1917 he was living on the farm at Naselle, WA, as a dairy farmer, carpenter and part time surveyor. Isaac moved out, and Joseph bought his Claim. He had a family living with him for awhile, but when they moved, he wrote of being lonesome. He received a Contract on his own in 1884 for two adjacent townships North of Grays River.

They were surveyed by two completely different crews in 1884, and one of them included Columbus Brock as a chainman. Columbus was a timber cruiser, affiliated with timber interests, and later would be a compassman on the same township seven years later for Clinton Pulsifer. Joseph was Pacific County Surveyor in 1890, surveyed Bay Center in 1891, and was active in Democrat Party politics. In 1891 he published a book, "About Money", which discussed the plight of the farmer. He married Emma Wallace, an English immigrant and school teacher at Naselle in 1894. She was 20 years his junior, and her father officiated at the ceremony. They had five children. After Joseph died, Emma kept the farm for years, and died in a Dallas, Oregon nursing home at age 90 after remarrying 4 years prior. (biography)

Wheeler, Galen**Henry***1861-1922*

Dem

USDMS

Mineral Surveys 1902

to

Mineral Surveys 1907



1908

Galen was born in New Hampshire, and as a student in Boston in 1880, he clerked in a store. In 1890 he was awarded a Joint Contract with Paul Bickel for 5 townships in Montana. He married Emma Rosabelle Shafer in Missoula in 1891, but she died 7 months later. His two brothers came to Montana to file homestead claims in the 1890's. He remarried in 1895 in Montana to Henrietta McClung, a relative of his first wife.

By 1900 Galen was in Conconully, Washington as a mining engineer, where he lost a race for County Surveyor. Galen surveyed 2 Mining Claims on the Salmon River in 1902, six at Ruby in 1904, and two at Mount Chopaca in 1907. He used his brother, Albert, as chainman on all the surveys. From 1911 to 1915 he surveyed 45 additional Claims in Northeastern and North Central Washington. He worked on a survey party to resurvey the International Boundary in 1904, and in 1907 was an Okanogan Deputy County Engineer for his brother, Albert, who was County Engineer at the time.

Galen's wife Henrietta filed for divorce after 1900, and when she won, Galen took it to the Washington Supreme Court and won in 1905, although they were divorced by 1908 when he married for the third time to Frances Maude Brown. Galen was the engineer for an electric RR in Spokane in 1907. Both Galen and his brother, Albert, were involved in mining as owners at Conconully in 1915 and 1918, but Galen had moved to Deming as an engineer and land surveyor in 1920. He died in Santa Clara, California in 1922 where he was working as a civil engineer near his brother Albert.

White, Arthur**M.**

1858-1919

USDS

Contract 264 (with 1880
Edson Briggs)
(10/25/1880)

to

Contract 285 (with 1882
Joseph M. Snow)
(10/10/1882)

Arthur was born in Iowa, and came west to Fidalgo in Skagit County in 1872 with his family. From then until 1876, the family cleared land and proved up on their homestead. His older brother by one year, Clarence, attended the University of Washington in the winter until 1879, and then moved to Spokane. Arthur was a student there in 1878 and returned in 1882. He was listed as a carpenter in Columbia County in 1880, as a neighbor to Edson Briggs and Stephen Truax. He was awarded three Contracts on the East side between 1880 and 1882, one with Edson Briggs, one on his own, and one with Joseph Snow.

The Contract with Edson Briggs in 1880 was for 9 townships Northeast of Ephrata and 3 townships South of Cheney, and they shared the work. The Contract on his own in 1881 was for three townships at Moses Lake and four townships North of Coulee City. His last Contract with Joseph Snow in 1882 was for three townships at the junction of the Snake and Columbia Rivers which were surveyed by White, and two townships just North of Spokane, surveyed by Snow. He was not examined in any of his work. Joseph, Arthur and Sewall Truax were all sued for the collection of a promissory note in Walla Walla in 1886.

Arthur was in the consulting business in Anacortes in 1883, and surveyed for the County. Arthur and his brother, Clarence L., were living with their parents in Skagit County in 1885 and 1887. Also in 1887, Arthur was removed from his political post of customs inspector, and was listed as working for a construction company in Seattle. His well known brother, the son-in-law of George F. Whitworth, was doing a lot of surveying and engineering around the Sound, and Arthur may have been working with him.

He was listed as a bridge carpenter in Klickitat in 1900, probably for the new RR, and in 1902 was in charge of the survey of the Alaska Central RR from the mouth of the Chulitna River to the summit of Caribou Pass, a distance of 200 miles. He was back in Seattle in 1902 as deputy county surveyor, the proprietor of something called "White's Exchange" in 1901, and in a partnership called Solem and White in Seattle in 1905. His location for the next 13 years is unknown, and he died in 1919 in Tucson, Arizona and was a resident of Texas. His extate was processed by his brother in Mount Vernon, and he buried in Anacortes. Arthur never married.

White, Charles**A.***1830-1898*

Comp

Clerk/Dr

EX

USDS

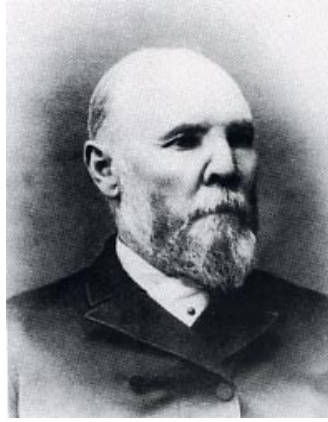
Contract 46 (as 1859

Compassman for
Isaac Smith and
Jared Hurd.)

to

Contract 229 1877

(6/14/1877)



Charles was born in Sweden and was first listed as a compassman for Isaac Smith and Jared Hurd on Contract 46 in 1859 for up to six townships between Seattle and Everett. He was in Olympia by 1861, witnessing a signature in the Surveyor General's Office of James Tilton. He examined Nathaniel Terrill's Contract for 4 townships North of Shelton, found it not in compliance, and was named a Compassman to redo it.

Charles was County Surveyor for Walla Walla County in 1864. He received his own Contract near Yakima in 1865 for work not completed by Francis Henry. This was Contract 82 for 16 townships exteriors, and a few subdivisions, surrounding Toppenish. He was a surveyor in Olympia in 1870, where he created a Grand Map of the State of Washington showing all the features and surveys to date. Charles returned to Walla Walla as County Surveyor in 1871 and authored a report on exploration from the Yakima River to Pend D'Orielle for NPRR in the same year.

He was back living in Olympia in 1873, again as a surveyor, when his old friend, Isaac Smith, came to visit. Isaac had served as an officer for the Confederacy, and as an engineer in Mexico and the Western United States after the War. Apparently Isaac wanted to do another Contract, but was barred from federal work because of his Confederate history.

Surveyor General William McMicken, a friend of Isaac from NPRR service, put together the deal that David Clarke would be the namesake of a Contract to Smith, and that Charles White would survey an adjacent Contract and monitor the situation. Ross Shoecraft and James Tilton Sheets were compassmen for White even though he was there. Sheets returned the next year as Compassman to finish and correct two townships. Clarke noted that he spent time teaching Sheets how to do GLO surveys, and did not finish all of his Contract. Charles was a County Commissioner of Walla Walla County in 1874, and made a location survey of a RR from Olympia to Tenino. He received Contract 229 in 1877 for 12 miles of the 4th Standard Parallel at

- ...

Charles was transitman under I. S. P. Weeks on another survey party in 1879, surveying a line from Priest Rapids to Spokane. Future Deputy Surveyors Erich Gaertner and William Maxwell were in that party. Charles had charge of another party surveying from Goble to Portland in 1881. He was a civil engineer in Tacoma in 1885-90, and in 1888 at age 59, he married for the first time in Fresno, California to Elin Mathilda Catharina Wilhelmsdotter, a 32 year old from Sweden. While in Tacoma, Charles and Elin were involved in the Theosophical Society. Charles sued for a divorce in 1892 because Elin would continually go into fits of jealousy, becoming violent and be publically embarrassing. She received a generous settlement.

She soon remarried to a Dr. Salzer from Calcutta, and continued working for the Society, translating documents from French. The doctor died in 1908, and she lived a good life all over the world after that, dying in England. Charles was retired in Seattle in 1892, and died there in 1898 of "senile decay". He left his entire estate to the Theosophical Society to be used to transcribe ancient Hieratic Scriptures in India. The Society supervised his cremation in San Francisco. His estate was administered by a new law firm, probably with a connection to the Society. One thousand acres in his estate on Henderson Bay was transferred to a Socialist Cooperative. His will was challenged by an unnamed party claiming to be sole heir, probably Elin, but was upheld in court. In addition to White Pass, he is the namesake of White Street in Tacoma.

**White,
Clarence Little**

1857-1941

Rep

Comp

Mineral Surveys 1896

(probably as

compassman for

Reginald H.

Thomson.)

to

no more



Born in Iowa, Clarence moved to Anacortes, Washington in 1872 with his family. He was the brother of Arthur M. White, the son-in-law of George F. Whitworth, and the brother-in-law of Frederick, John and James Whitworth. His wife Etta was also the cousin of Reginald H. Thomson. He attended the University of Washington in civil engineering, and upon leaving, went to Spokane as editor and manager of the new Spokane Times. He worked on a GLO field crew in 1880, probably for his brother, and for NPRR in Idaho, Montana and Washington in 1881.

Clarence returned to Seattle at the end of that year and worked for Eastwick, Morris and Whitworth, who were at the time resurveying Seattle. From 1887-89, he worked for SLS&E RR and then returned to Seattle as part of Thomson & White. That continued until Thomson was appointed City Engineer in 1892, and Clarence was on his own, but still partnering with Thomson.

Clarence married Etta Whitworth in 1890, and worked in land development after that, surveying at least 71 plats in King County. Clarence surveyed 19 mining Claims at Monte Cristo in 1896-98 as the unnamed Compassman for Reginald Thomson, while Thomson was working as Seattle City Engineer. Clarence was listed as a chainman. From 1899-1903, he was elected King County Surveyor.

Clarence was the engineer for the South Prairie, Carbonado, Renton and Newcastle coal mine RR, and represented the Puget Mill Company in King and Kitsap Counties, platting much of their land into acreage tracts. Among his projects were Laurelhurst and Alderwood Manor. He was retired in Los Angeles in 1930, but living with his son in Seattle in 1940, which is where he died in 1941.

**White, David
Henry "Dave"**

1862-1959

Rep

USDMS

Mineral Surveys 1906

to

no more



1941

WA PLS 219. David was born in Dupont, WA, the son of a farmer and teacher, and stayed in school until at least 17. He was a teacher in Steilacoom and graduated from Portland Business College in 1883. He worked as a bookkeeper from 1883-85, at the same time being tutored in civil engineering. He married Emily Ball in 1886, and they had three children. From 1892 until at least 1947, he was a civil engineer or surveyor in Tacoma, recording over 158 subdivision plats, with the hiatus of being a Clerk for the County Treasurer in 1900.

David was Pierce County Surveyor from 1890-93 and County Engineer 1914-1919, coming in with a change in politics. He advertised himself as a U. S. Deputy Mineral surveyor in 1906, although he never finalized a Mineral Survey. He had an office in Seattle from 1912-1914, when he designed the Upper White River Power Plant. David maintained a map publishing business in Tacoma in competition with L. A. Nicholson for many years. Emily died in 1933, and he remarried to Asenath (Sena) Booth Tate McCumber Weakley in 1935, living with her in Tacoma until he died at age 97. His two sons were at times in business with him.

White, Rush

Jacob

1876-1937

USDMS

Mineral Surveys 1903

to

no more



1927

Member AIME. Rush was born in Iowa but moved with his parents to Spokane in 1890. He graduated from Spokane High School in 1895, and then apprenticed as an assayer, working in British Columbia for Byron Riblet, and then for the Washington Water Power Company. He entered the Colorado School of Mines for one year, and came back to Spokane to work for the WWPC again. In 1899 he moved to Wallace, ID, to work as a mining engineer until 1901, when he went to Chelan as chief engineer for the Chelan Transportation and Smelting Company.

While there, he surveyed and built 14 miles of narrow gauge RR and surveyed 7 Mining Claims. After that company went out of business, Rush returned to Wallace to stay in 1904, and to work up the ranks of the Federal Mining and Smelter Co., until 1910 when he became general superintendent of all of their operations. Rush married Marietta Brown in 1903 at Chelan, whose father was in the electric power business. By 1917, he worked as a consulting mining engineer out of Wallace, directing mining companies, publishing professional articles and doing community work.

He was the Secretary of the Coeur d'Alene Mining Syndicate in 1921 and was elected to the Idaho House of Representatives from 1925-1932, where he was chairman of the Appropriations Committee. His son, Norman, graduated as a Mining Engineer, and worked in South America, Idaho and Montana, including some times with Rush. Rush died in 1937 of stomach cancer at age 60, and had lived in Osburn, Idaho for the last 12 years. Marrietta died in Gregson, Montana in 1967, where she was living with Norman and his family.

**White, William
Lewis**

1818-1897

Dem

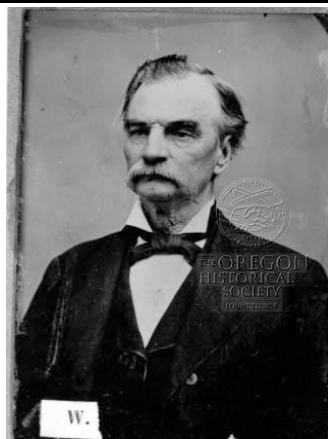
Dr/Clerk

Clerk

1853

to

no more



William was born in Virginia, and both of his parents died when he was young. He was on his own, and served under Sam Houston in the Texas Rangers before marrying his cousin, Mary E. Partlow, in Tennessee in 1839. They moved to Texas first in 1839, and then to Missouri in 1841. He then crossed the Oregon Trail with his family in 1850 to Oregon City. William kept a hotel at Milwaukie, mined for gold in California, and then returned to keep a hotel at Canemah.

In 1853 he was a Clerk in the Surveyor General's Office for C. K. Gardner. William was injured in the boiler explosion of the steamer *Gazelle* in 1854 that killed Deputy Surveyor Joseph Hunt and many others. In 1860 and 1870, he was an accountant in Oregon City, and also there in 1880 as a census enumerator. William was active in local and state Democrat politics, was appointed Clerk of the Territorial Legislature in 1854, and continued as Chief Clerk to the Legislature in the 60's and 70's. He was written of as "cheering Lincoln's assassination." After the hotel in Canemah, he purchased the Cliff House in 1867, a major hotel in Oregon City, and was a Judge in Clackamas County from 1875-1890. He patented a DLC in Marion County in 1870 in T4S R2W just North of St. Paul. His wife died of cancer in 1887. Somewhere he acquired the title of Colonel.

Whitham, Paul**Page***1878-1941*

USDS

Contract 635 (with 1906
Robert F.

to

Contract 636 (with 1906
Robert Whitham)

1915

Member ASCE. Paul was born in Illinois, the son of Robert F. Whitham and Martha Page, both graduates of the University of Illinois. He came to Olympia in 1881 with his mother, where his father had purchased 310 acres 4 miles North of town at Gull Harbor. His father sold some of his land and established a large prune orchard, before going back into civil engineering in 1889. Paul attended high school in Olympia and graduated from the University of Illinois in 1901.

Paul was a crewman for his father on six Contracts from 1895-1902. He worked in British Columbia until the summer of 1902 when he obtained a job as draftsman for the Seattle City Engineering Department, and worked up the ranks until named Chief Engineer of Public Utilities in 1908. He married Blanche Marie Evans of Tacoma in 1905. In 1906 he received two Joint Contracts with his father on the Colville Indian Reservation, extending the Columbia, Joseph and Moses Guide Meridians and surveying Standard Parallels, but does not appear to have participated at all in the survey. His father just needed a partner to qualify for the number of miles in the surveys.

While chief engineer in 1911, he got a break by being able to spend some time with Virgil Bogue, noted engineer, who at that time was preparing the "Plan of Seattle." He took a leave of absence to also help Bogue prepare the harbor plans for Tacoma and Astoria. In 1912, he resigned the City to take the job as Assistant Principal Engineer under R. H. Thomson at the Port of Seattle, and when Thomson retired, Paul was named acting and later Chief Engineer, a position he held until 1914. Paul at that time entered private consulting with George Evans. He had become an expert on ports and harbors, traveling extensively visiting harbors, designing facilities, and writing reports.

Paul was named Trade Commissioner for the U. S. Department of Commerce for Russia and the Far East in 1917. He visited China and Russia from 1917-19 and the Philippines and Venezuela from 1919-20. While in China in 1918, he created three maps of the existing and future Chinese railroad system. From 1921-1924 he visited Japan, China, French Indochina, Hong Kong, Dutch Indies, Federated Malay States, Siam and India. He represented several international companies. Paul was living in Shanghai in 1926, as a civil engineer in a hotel in Chicago in 1930, and in San Francisco in 1935. His wife mostly travelled with him, and he died in Alameda, CA in 1941. (biography)

**Whitham,
Robert Farwell**

1852-1936

Prohib

Rep

USDS

USDMS

Contract 339 1889

to

Mineral Surveys 1910



1906

Born in Pennsylvania, Robert graduated from the University of Illinois, Urbana, in 1877 in Civil Engineering. Immediately upon graduation, he married a classmate, Martha Page, and started surveying lakes and rivers for the government in Illinois. In 1880 he took a job with the Union Pacific RR in Wyoming, leaving his wife and family at home. In 1881 he drove a horse and wagon from Salt Lake City to Olympia, where he purchased 310 acres 4 miles north of the town on Woodard Bay. His family joined him, coming by train to San Francisco, and steamer to Olympia that year. He spent the next six years selling off pieces of his farm, and planting and tending a large prune orchard. Robert opened an office as a civil engineer in 1887 and received a Contract in 1889, but it was cancelled by the Commissioner for unknown reasons.

He served a term as Olympia City Engineer in 1890-92, while engaged in surveying as part of Whitham and Page and also as Whitham, Page and Blake at the same time. His partner, Mary Louisa Page, was the sister of his wife and had graduated from the University of Illinois as an architect in 1879, the first woman to achieve that degree in the United States. He was part owner and President of Capital City Abstract Co. from 1892-96, where he was again assisted by Mary Page. In 1890 Whitham and Page created a nice colored, detailed map of Olympia. From 1896 until 1910, Robert was primarily engaged as a Deputy Surveyor and a Deputy Mineral Surveyor, surveying 13 contracts and 123 mineral claims.

Robert received a Contract in 1895 for 2 townships just Northwest of Matlock, which were examined by Charles Sheldon without issue. Another Contract North of Cathlamet in the same year was examined by N. B. Sweitzer, and Robert had to return in 1900 to make 36 miles of corrections. He had used the South Boundary by Levi Farnsworth, which was found defective. His corrections included a sectional correction line, and somehow he absorbed the errors in the South two tiers of Sections. Two more townships were surveyed in 1897 without incident, one at Skykomish and another East of Black Diamond.

In 1898, Robert surveyed a fractional township Northwest of Leavenworth, but one Southeast of Inchelium had to be completely resurveyed in 1900 after his return from Valdez. The corrections and new corners were less than 50 feet in distance from the original. In the previous Contracts, he used his sons, Paul, John and Carl extensively in his crew. John died of typhoid in 1899. Robert surveyed 5 Mining Claims East of Glacier in 1899, was in Valdez, AK as a mining engineer in 1900 and in Cariboo in 1901 with his son, Carl. He was still bonded in AK in 1920. Robert surveyed 5 Mining Claims on Mt. St. Helens in 1901. With the help of son Paul and Allan Muirhead, he surveyed four townships North of Northport in 1901-02, using a different crew on each, waiting for the International Boundary to be surveyed in 1902 to finish the last township.

The work was examined by M. P. McCoy with corrections to the notes only. Robert surveyed 5 Mining Claims up Green River near Mt. St. Helens in 1901, and then received Contract 600 for 4 fractional townships in the same area, plus two more in the Columbia Gorge. Examiner McCoy stated that this work was "first class", considering the steep difficult terrain and vegetation. His sons were away at school, and no longer involved. In 1905 he surveyed 4 difficult fractional townships in the Cascades, with his youngest son joining the crew. There were corrections to the notes only.

His signature Contract was a Joint Contract in 1906 with his son, Paul, on the "diminished" Colville Reservation, although Paul does not appear to have been involved at all. The GLO was motivated to survey allotments on the Reservation in order to open up more land for settlement, although that did not eventually work out.

Robert and a large crew surveyed the Columbia, Joseph, and Moses Guide Meridians, totaling 114 miles. He also surveyed the 7th and 8th Standard Parallels from the Okanogan River to the Columbia River for another 106 miles. He began in August, and ended surveying in the snow in December. His nephew from back East, Ernest M. Foster, had been a teacher and served as a chainman, note keeper and historian. Ernest eventually created a manuscript of his adventures, and the work was published ("Pack Train and Transit"), providing one of the best accounts of life in a survey camp. Robert received a Contract on the Reservation for 13 townships in 1907 and another for 3 townships in 1908.

His last two Contracts were for three fractional townships in the high cascades North of Lester in 1908. He had corrected the 5th Standard Parallel on his own, and the Commissioner made him go back and restore it to its original location in 1912. He had declared one mile of line as unsurveyable, and in 1912, he went back and surveyed it, with multiple comments about the rock cliffs. He had moved to Seattle by 1903, but was back in Olympia in 1910 as a civil engineer and in Gull Harbor in 1920 as the supervisor of oyster beds.

Martha had died in 1915, and he remarried to Mattie Beach by 1920. He ran for Thurston County Commissioner in 1922, but placed a dismal 6th in the Republican primary. By 1926 he was back in Seattle with Mattie, although they appear to have been separated in 1935. He filed his last subdivision plat in 1927, and died in Seattle in 1936. He is the Namesake of Whitham Road on his farm at Woodard Bay. (biography)

**Whitthorne,
Francis Clinton
"Frank"**

1876-1936

Dem

Dr/Clerk

Dem

to

no more

1897

Francis was born the son of an attorney and Confederate officer in Tennessee. He graduated from the University of Tennessee, and by 1897, he showed up as a Clerk in the Surveyor General's Office of his uncle, Democrat William P. Watson. He was the brother of William J. Whitthorne, Jr. Francis left for Tennessee when William Watson was replaced in 1898, and he was living at home selling insurance in 1900. He married Awilda Spaulding in 1904, and by 1907, he was working for the Florida Times-Union in Jacksonville, Florida, for whom he worked for many years. While there he was mostly circulation manager, while Awilda was the Palatka correspondent. They lived in Palatka, which is where they died.

**Whitthorne,
William Jervis,
Jr. "Will"**

1874-1904

Dem

Dr/Clerk

Clerk

to

no more

1897

William, Jr. was born the son of an attorney and Confederate officer in Maury County, Tennessee. He was the brother of Frank C, Whitthorne. By 1897 he was appointed a Draftsman in the Surveyor General's Office of his uncle, Democrat William P. Watson. When Watson was replaced, William stayed on for awhile, and then joined the Army in the Volunteers. He was a Second Lieutenant in the Philippines in 1900, noting his residence as Olympia. He was transferred to Cuba in 1902, and then to the States in 1903. He died at Fort Monroe, Virginia, March 25, 1904.

**Whitton,
William R.**

1871-1938

USDS

Special Instructions 1895

to

Special Instructions 1895

William was born in New York, and was in Washington as a chainman for George McKenzie on a Mineral Survey in 1891. In 1895 he received a Contract by Special Instructions for a fractional townships at Granite and another West of Snoqualmie Pass. He was a chainman for an examination survey by Charles Sheldon in 1896. William was a rodman for Coe, McCulloh and Nasten in Seattle in 1902, a chainman for Albro Gardner on a GLO survey in 1903, and a CE rooming at the Ferguson Hotel in 1903. He was a CE in 1910-15 rooming at the Ethelton Hotel in Seattle.

William arrived in Pendleton, Oregon in 1913 to survey for the Paradise Irrigation Project and canal. He was a civil engineer with the Oregon State Highway Dept. in Baker City, OR, in 1920, and in Seattle as an engineer in coal mining in 1930, rooming at the Ethelton. It appears he never married, died in Seattle, and is buried in an unmarked grave.

**Whitworth,
Frederick
Harrison
"Harry"**

1846-1933

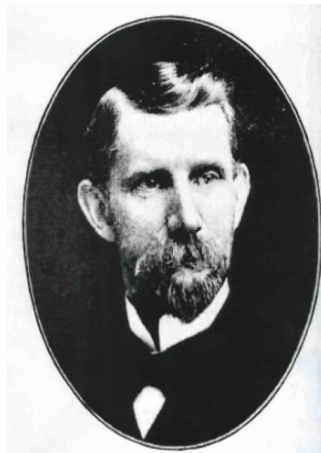
Rep

USDMS

Mineral Survey 1889

to

Mineral Surveys 1908



1902

Harry was born in Indiana, the son of George F. Whitworth, the brother of James and John Whitworth, and through his mother, Mary Thomson Whitworth, was the cousin of Reginald Heber Thomson. He crossed the Oregon Trail with his family in 1853, settling in Olympia for 12 years. Harry graduated from the University of California in 1871 as the University Medalist of his class, with a B. A. in Civil and Mining Engineering, continuing one more year for a Masters in the same field in 1875.

He attended Princeton Theological Seminary for one year, returning to WA to become acting head at the new University of Washington. In 1876 he joined Eastwick, Morris & Co., who were City Engineers of Seattle and began the first monumentation plan of the City. Harry did the work. The partnership dissolved in 1879, and Harry continued on for two more years as City Engineer. He was also King County Surveyor from 1880-1883, and was engineer and sometimes organizer of coal mines and railroads in the Seattle vicinity. He married school teacher Ada Jane Storey in Seattle in 1881, and they had one child, Frederick H. Whitworth, Jr. She had attended the University of Washington when Harry was on the Faculty.

He partnered with his cousin, R. H. Thomson, from 1882-86 in engineering works, and they were also County Surveyors of Kitsap County from 1884-88. Harry surveyed a Lime Mine Claim on Orcas Island in 1889. He retired from active engineering practice in 1889 to concentrate on his real estate development, when he had several large projects going on at once. It is unknown how he fared in the crash of 1893, but at that time he was developing Canal Addition, Fern Addition and Cloverdale. He was in partnership to develop the 160 acre River Park, for which was organized the Alliance Loan and Trust Company, of which Harry was Vice President. From 1896-1900 Harry worked as a mining engineer in Alaska, and designed the water system for Skagway.

He had an office as an mining engineer in Seattle from 1900-1923. In 1904-05, Harry surveyed three Mining Claims at Monte Cristo, and two at North Bend. He spent a significant portion of 1907 touring China and Japan with his wife, son and son's spouse. In 1908 he surveyed six Claims at Granite Mountain, South of Skykomish, and three at Silver Creek, Northeast of Index. Soon to be a partner of his son, Harry W. Rutherford, was a chainman, and may have been compassman, on these surveys in 1908. Harry built a three-story hotel/apartment building at 417 Seneca in 1909, and moved into one of the units to live. Harry lived at the Hotel Sorento in downtown Seattle the last few years of his life. He was retired several years before he died in 1933. (biography)

**Whitworth,
George
Frederick**

1816-1907

Whig

Rep

USDS

Dr/Clerk

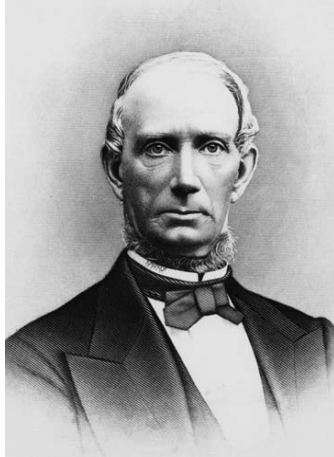
Cliaam Contract 8 1858

to

Contract 168 (with 1873

J. M. Whitworth &

Thomas Reed)



George was born in England and came to the U. S. at age 12 with his parents, settling in Terra Haute, Indiana. He graduated from Hanover College, where he met his future wife, Mary Thomson, the sister of a mathematics instructor. George became the principal of a high school, studied law, and ultimately practiced it in Ohio and Indiana. In 1847 he attended Albany Theological Seminary and became an ordained Presbyterian minister in 1848.

He had devised a plan where 50 families would make the trek to Oregon and set up a Presbyterian Colony, but George and his family were the only ones to complete the journey over the Oregon Trail, arriving in Portland where he and Dr. Yantis set up a church. George went ahead to Olympia, where he filed a DLC just North of town. His family joined him in May, 1854. He built a cabin over the summer, and then started a church in Olympia, followed by ones in Grand Mound and Chehalis. He moved his family to the stockade for protection in 1855, but he kept his regular visits to his churches. He started a temperance movement, but lost an initiative to the voters in 1855.

He received a Joint Contract with John Tennant to survey DLCs at Whatcom and on Whidbey Island in 1858. He wasn't the right political party, but John Tennant was. The ministerial work did not pay enough to support his family, and George petitioned the church to be relieved of full time duty. He moved to Whidbey Island where he started another church and received another Joint Contract in 1860 with John Tennant to survey more DLCs on Whidbey Island. From 1860-72 he was Island County Surveyor. He had to correct a Contract in 1862 by George Sloan, a fellow Presbyterian Minister, of T24N R4E because he was the surety. During the term of Abraham Lincoln, George was named Chief Clerk to the Supt. of Indian Affairs in Washington, and Collector of Customs at Port Angeles.

In 1866, after the Democrats came back, George moved to Seattle to head the Territorial University (U. of W.), but that closed shortly for lack of funds. He was King County Surveyor 1872-73 and 1877-79, and in 1870 was Seattle City Surveyor. When the Republicans were elected, George received two Contracts in 1870, one of which was not surveyed, and the other was at Freeland on Whidbey. In 1872 George received a Joint Contract with his son, John, for one township South of Issaquah. They surveyed the exteriors with a small crew of George, John, George, Jr. and one axeman in the fall. They shared the work on the subdivisions the next year, and carefully noted the lines surveyed by each. Again, George, Jr. was a chainman.

All of his sons except Fred would help as chainmen, and all except George, Jr. were Deputy Surveyors or Mineral Surveyors. All four sons attended the University of California, two in engineering, one in engineering and law, and the other in medicine. From 1862 on, he had an interest in developing the coal mines of the region and was part of opening the New Castle Coal Mines, the first in the region. He helped open the South Prairie Coal Mines in 1884, and for a year superintended the work. George returned to the University of Washington in 1876 to act as President, but again it closed shortly for lack of funds, but reopened permanently in 1877. His son, Frederick was on the faculty at the time.

As a believer in a full education for all, he founded the Sumner Academy in 1883 in Puyallup, initially as a high school. In 1890, its name was changed to Whitworth College, and its courses were changed to a college curriculum. In 1899 it was moved to the more populous Tacoma, and in 1914, it was moved to Spokane. George is the namesake of Whitworth College, and Whitworth Elementary School in Seattle. Hanover College conferred on him the degree of D. D. in 1890. He finished his days living with his daughter, Etta, and her husband, Clarence White. George died in Seattle in 1907 at age 91. (biography)

<p>Whitworth, James Edwin "Eddie" <i>1840-1913</i> USDS Contract 302 to no more</p>	<p>Eddie was born in Indiana, the oldest son of George F. Whitworth, and came across the Oregon Trail with his family in 1853. He had attended the Hanover College Preparatory School. He was the brother of Frederick and John Whitworth, and the cousin of Reginald H. Thomson. In 1860 he was a clerk, living with his parents in Olympia. Eddie was a chainman for John Tennant in 1861, and for George Sloan and his father in T24N R4E in 1862-63. Somewhere along the way, he attended the University of California in Civil Engineering.</p>
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Eddie was in the following circumstances: barging coal on the Black River in 1867, writing for a newspaper in 1868, married Eliza McMillan in King County in 1869, clerk in a store in La Conner in 1880, civil engineer in King County in 1881, surveyor in Seattle in 1883, farmer in Titusville in 1885, surveyor in Seattle in 1890, miner at Lake Cushman in 1891, and a farmer at Orilla in 1892 and 1900. His only GLO contract was cancelled by the Commissioner in 1883 for reasons unknown. At some time he was a steamboat Captain, a newspaper publisher at Orilla, and a Customs Inspector at Port Townsend.

He partnered with George F. Cotterill, the future Mayor of Seattle, from 1901-1911 as Cotterill and Whitworth. They surveyed 111 subdivision plats in that time. He was living in Columbia City, WA in 1903, and was listed as a surveyor in Seattle in 1910. Eddie kept a diary from 1858-1913 which is preserved in the Special Collections Archive of the University of Washington Library. He died in Seattle and sired 11 children, 10 of which survived him. Eliza died in 1910.

Whitworth,

John Matthew

1849-1901

Rep

USDS

Contract 151 (with 1872
George Whitworth)

to

Special Instructions 1874

John was born in Indiana and came across the Oregon Trail with his family in 1853. He was the son of George Whitworth, the brother of Frederick and James Whitworth, and the cousin of Reginald H. Thomson. He graduated from the University of California in Civil Engineering as the University Medalist of his class in 1872, succeeding his brother Fred the previous year. He returned to Seattle to practice engineering, and in 1873-75 was appointed King County Surveyor. He was awarded a Joint Contract with his father in 1873, and another with Thomas Reed in 1874, surveying the San Juans.

He returned to Berkeley to receive his Masters, and then went to Columbia Law School for a year. John practiced law with his brother-in-law, Judge York, in San Francisco and Alameda until 1890. He married a lady named Lucinda after 1880, but they were divorced by 1890, when she sued him for failure to fulfill his financial obligations, and for more money. He was twice the President of the Alumni Association of the University of California and in 1886 celebrated graduation beside the Governor at the banquet. He remarried to Edith Kellogg in 1894, who survived him. He practiced law in San Francisco and lived in Berkeley, until he died there of ptomaine poisoning at age 53 in 1901, leaving a wife and two small children. (biography)

Wilkes, Lincoln**Ellsworth****"Lyn"***1865-1944*

Rep

SES

Special Instructions 1911

to

no more



1900

OR PE 1046. Lincoln was born in Oregon and lived almost his entire life in Washington County, Oregon, and noted on the 1940 census that he attended college for two years. He married Elizabeth Soehren in 1892. Lincoln received Contract 598 in 1892 for one township in Western Washington County, and he used a brother and two new brother-in-laws on his crew. A second Contract in 1896 was in Tillamook County.

Lincoln and his brother Thomas received a Joint Contract for one township near Port Orford in 1898, using help from two brother-in-laws and the son of Thomas. Lincoln received another Joint Contract in 1902 with his brother-in-law, William Soehren, and F. Marion Wilkes, the son of Thomas. The work was four townships West of Crescent Lake, and they shared the work and all signed the oaths. Again, several relatives were on the crew. Lincoln and brothers, Thomas and Bruce, were running a business called Wilkes Bros. in 1901 in Hillsboro as surveyors and abstractors.

Lincoln was appointed a Special Examiner of Surveys in 1905, and continued in that until at least 1911, examining 22 surveys in Washington in 1911. After the Contract System ended in 1911, Lincoln continued in the Direct System until he retired in 1927, all of the time based in Hillsboro. He had worked all over the Western United States, including the Pacific Islands. Right after retiring, he was elected to the State Legislature as a Republican in 1929, and secured a job as deputy county surveyor in Washington County. He continued surveying until he died in Hillsboro in 1944. Elizabeth died in 1939, and he remarried to Cora Hyer by 1940, who died in 1943.

**Williams,
Dayton Albert**

"Date"

1876-1868

Dr/Clerk

Clerk 1901

to

no more



1898

Dayton was born and raised on a farm in Ohio, and graduated from Kenyon College in 1899. He was the Captain of the last football team from Kenyon to beat Ohio State. He soon moved to Olympia, Washington, and from 1900-1902 served as a Draftsman in the Surveyor General's Office of Edward Kingsbury. He married Julia Cavanaugh in 1905, the daughter of Clerk William Cavanaugh, and the niece of Surveyor General Thomas Cavanaugh.

He was a road contractor in Tacoma in 1910, and stayed with that occupation until at least 1940. William and Julia lived in the same house in Tacoma from at least 1910-1960, and he died in Union, Washington at age 92.

**Willis,
Nathaniel
Parker**

1857-1911

Dr/Clerk

Clerk 1893

to

no more

Nathaniel was born in Georgia in 1852 into an Afro American, free family, the son of a washerwoman. He was a clerk in a store in Victoria, B. C. by 1881 when he married his first wife, Mary Richards, and had 3 children there by 1886. He received the job as Messenger for the Surveyor General's Office of Thomas Cavanaugh in 1891, was a janitor in Olympia in 1892, and was a Messenger for the Surveyor General's Office of Amos Shaw in 1893. He was a porter and bootblack at several businesses in Seattle from 1900-06.

Mary died in 1909, and he remarried to 37 year old Afro American Ida Binkney by 1910. Ida had given birth to 5 children, none of which were surviving. In 1910 Nathaniel was a gardener in Olympia, and died there in 1911 of congestive heart failure.

**Wilson, John
Becket**

1855-1915

Rep

USDS

Contract 655 1908

to

no more



1903

Born in Iowa, John came West to Walla Walla with his family, including brother Lew A. Wilson, in 1868. He was a chainman for Edson Briggs and Sewall Truax in 1876 for several townships South of Clarkston. He was a civil engineer in Walla Walla in 1880, married Hulda Hardman in Columbia County in 1881, and patented a homestead just east of Dayton in 1882. John held the following offices at Walla Walla: County Surveyor 1885-1886; Walla Walla City Engineer 1882-85, 1887, 1905-06; and Walla Walla County Assessor 1885.

He was a "collector" at Spokane in 1889-90 and a surveyor in Walla Walla in 1900 and 1910. By 1900, only two of his six children were alive. John was a member of the State Legislature from Walla Walla in 1903. He received a Contract for 4 townships near Ione in 1908. His brother, Lew, was a chainman for two of the townships, having significant experience as a Deputy Surveyor. T35N R42E had special problems, resulting in the involvement of a Senator. The notes were all dated 1911, even though the work was in 1909, but the oaths were 1909. There was no indication of a return to the field for corrections. Lew had an extensive career as a Deputy Surveyor, but John does not show up in his work. John patented another 160 acres west of Othello, ID in 1911, and died at Montour, ID, in 1915.

**Wilson, John
Moulder**

1837-1919

Dem

Dr/Clerk

Clerk

1854

to

no more



c. 1863

Member ASCE. His father, Joseph Shields Wilson, was a lawyer and Chief Clerk in Washington, D. C. in the General Land Office and later became Commissioner of the GLO, twice. John was born in Washington, D. C. and educated there, serving as a page to the U. S. Senate from 1849-53. He then had one year at George Washington University before travelling to Olympia, WA via Panama and California in 1854, the first part with Senator Qwin of CA.

Wilson was one of the early Clerks that were working in the GLO office in Olympia, preceding Tilton's arrival. Columbia Lancaster, congressman from Clark County, WA, told him he would appoint him to West Point if he became a WA resident and could garner support. He became friends with Gov. Stevens and others, and was nominated by Lancaster in early 1855.

After graduating from West Point in 1860, he fought in the Civil War until 1865, receiving the Congressional Medal of Honor, and was brevetted up to Colonel by the end of the war. He married Augusta Waller in 1861, and they had one child that died in infancy. After the war, his career was as an engineer with the Corps, working on the Hudson River, Columbia River (1876-78), Great Lakes, and in Washington, D. C. From 1889-1893 he was Superintendent of West Point, and in 1890 he received an honorary law degree from George Washington University. From 1897-1901, when he reached mandatory retirement age, he was the Chief Engineer for the Army Corps of Engineers and a Brigadier General. He headed many non-profit organizations.

**Wilson,
Llewellyn
Almond "Lew"**

1860-1920

Rep

USDS

Contract 322 1886

(6/26/1886) (As
Compassman for
Adrian W. Wisner)

to

Contract 681 1909



ID PLS 235. Born in Iowa, Lew came west to Walla Walla with his family, including his brother, John B. Wilson, in 1868. Lew was a civil engineer in Walla Walla in 1880 and married Anna Crawford in Walla Walla in 1884. Lew was Walla Walla County Surveyor and Walla Walla City Engineer in 1886 and 1890. He was Compassman for a portion of the survey of Adrian Wisner in 1887 for 7 townships South of the Spokane Indian Reservation and East and West of Deer Park.

Adrian did not distinguish among the four crews he used on this survey. One crew included Compassman John Zimmerman, and another included Compassman Lew Wilson. The survey was examined by John Sharry. Lew moved to Tacoma in 1889 where he briefly worked as a civil engineer and land locator, and was an engineer again in Walla Walla in 1892 and 1900.

Lew received a Contract for the survey of one township East of Mineral in 1897. He broke his leg in 1897 on that job and had to ask for an extension of the Contract until the next year. He started using his son, Howard, as a flagman at age 11. The Surveyor General again appointed him as Compassman to finish the survey of Edward Dobbs, who was in the Army in the Philippines. This was for one township in the Blue Mountains, but for a year he never started the work, and the Contract was cancelled and reissued to Lew in 1901. An exam by M. P. McCoy indicated the bearing trees for the 1/4 corners were marked wrong, and Lew went back in 1903 and remarked them all. He was a chainman for Edwin Clark in 1903 South of Pomeroy. Lew surveyed another Contract for one township Southwest of Cle Elum in 1901 and was examined by M. P. McCoy without problems.

Lew surveyed two Indian Allotments North of Riverside in 1907, a township at Oroville in 1907, two townships at Cle Elum Lake in 1907, one township at Mt. St. Helens in 1909, one township West of Priest Rapids in 1909, and one township Northeast of Marblemount in 1910. Howard continued working on the crew until 1907 when he was 21. All of these surveys were competently examined by various examiners, and it appears that Lew did not have to return to the field. He did have lots of correspondence, and plat and note corrections. Lew was also listed as a chainman for brother John in 1908, and was awarded a Contract in Idaho while living in Boise in 1910. He was the only candidate for Boise County Surveyor in 1912, while living in Montour. He died in Boise in 1920.

**Wisner, Adrian
Winfield**

1857-1943

Dem

USDS

Contract 322 1886

(6/26/1886) (Lew

A. Wilson as

compassman)

(John Zimmerman

as compassman)

to

no more

Born in Michigan, Adrian lived on a farm in Lane County, OR, with his parents in 1870, and on a homestead with them near Colfax in 1880. He attended College for 3 years. He ran for County Surveyor in 1878, married in 1880 to Lillie Belle Potter, and taught school to earn a living. He surveyed subdivision plats from 1883-1885, sometimes as the employee of Reynolds and Wetzel, and was elected Whitman County Surveyor in 1885. He received Contract 322 in 1886, but had to wait a year for Commissioner Sparks to sort out the Special Deposits issue in D. C. Adrian used John Zimmerman of Lincoln County and Lew A. Wilson of Walla Walla as a compassmen for portions of the Contract. The work was for 7 townships from Davenport to Deer Park. There were many corrections of the field notes, and it was finally approved in 1890.

Adrian was a real estate, insurance and loan agent in Olympia in 1892, and then President Grover Cleveland appointed him as Olympia Postmaster in 1893. Adrian divorced Lillie in 1907 for abandonment, and he remarried to Elizabeth Tarnutzer in 1908. Lillie was the proprietor of the Standler Hotel in Seattle, and they were living separately. He worked as a bookkeeper in Olympia in 1900, an abstractor in Seattle in 1910, a recorder in Seattle in 1920, and an abstractor living with his son in Chicago in 1930. He was a retired widower in Sheboygan, Wisconsin in 1935-40, and died in Wisconsin in 1943. Lillie died in Tacoma in 1929, and Elizabeth died in Seattle in 1954. (biography)

Wold, Arnt

1846-1919

USDMS

Mineral Surveys 1891

to

no more

Born, educated and married in Norway, Arnt came to the U. S. with his wife, Antonia, in 1880. He first went to California, where a daughter was born in 1880, then to Oregon where his second daughter was born in 1882, and finally to Washington where his third daughter was born in 1884. He worked as a draftsman in Tacoma in 1885 and ran for County Surveyor in 1886, placing third. He practiced engineering alone until 1889 when he formed an engineering and architectural partnership with F. G. Blake and Axel Otness in Tacoma, lasting until 1891.

Arnt continued on his own as a mining and civil engineer in Tacoma until at least 1906. He was a civil engineer in Seattle in 1910-1918, living in an apartment with his wife during that time. He married off one daughter in 1911, and another in 1919. The second was a graduate of the University of Washington. Arnt died in Kalama in 1919, and Antonia in their apartment in Seattle in 1920.

Wood, Alvinus
Brier "Brier"
 1860-1948
 Rep
 SES
 Special Instructions 1893
 to
 Special Instructions 1893

Member ASCE in 1905. Brier was born and raised on a farm in Wisconsin, and still lived there in 1880. Both he and his brother, Warren, attended the University of California in the Class of 1886 for three years in Civil Engineering. Afterwards Brier became a contractor for NPRR in Tacoma for two years. Brier joined with his father to claim a Patent on a rope clamp in 1888. His brother was Pierce County Surveyor from 1888-92, and Brier was a deputy, and then succeeded his brother as County Surveyor from 1892-95.

They teamed with James W. Cyrus from 1888-92 as Wood, Cyrus and Wood, Engineers. Cyrus left, and Warren and Brier became Wood and Wood from 1891-1902. They collectively surveyed many subdivision plats. Brier was appointed a Special Examiner of Surveys in 1893, and made three examinations in Washington. After the Panic of 1893, he had property sold at Sheriff's sale. He designed and supervised the construction of water systems for both Centralia and Buckley. He married school teacher Anna Jane Funk in Tacoma in 1897, when they were both nearly 40, and they had no children. Brier briefly went to Boundary to Manage the Red Top Mine in 1897.

Anna was a member of a State Board examining teacher's credentials in 1900, at the time when she was living in Sumner with Brier's parents, while he was away on a job. He took the job as Chief Engineer for the Oregon & Southeastern RR at Cottage Grove, OR, in 1902, becoming its Manager in 1905-1910+. He had moved to Eugene by 1908, and was the Vice President of the Oregon Pacific & Eastern RW Co. in 1918. After he retired and sold his stock in 1918, he continued working part time for the RR, and was seriously injured in a speeder derailment in 1918. Brier was retired in San Diego in 1920, 1930 and 1940, and died there in 1948. Anna had died in San Diego in 1941

Woodman,
Lewis Cass
 1855-1934
 USDS
 Contract 348 1890
 (10/1/1890)
 to
 Contract 442 1894

Lewis was born and raised in Michigan, and attended both Tufts College in Boston and the University of Michigan from 1877-79. He went to Denver by 1880 where he married and first worked for the Denver Mansions Company as a civil engineer, and then for the railroad as a draftsman until 1888. He was a chainman for Ralph Ober in November, 1893 in the examination of Contract 382 of the perimeter of the Quinault Indian Reservation. He was in Seattle from 1889-94 when he received Contract number 348 in 1890.

The Surveyor General approved his work in July, 1891, but Special Examiner Lewis D. W. Shelton found a four chain error, and he had to resurvey four miles of line in 1892, receiving approval the same year. A second Contract was cancelled in 1894 because he did not execute the bond. Lewis was in St. Paul, Michigan in 1895, in Spokane, WA in 1900 as a civil engineer, and in 1902 was in Camp Nickel Plate, Pendleton, B. C. Lewis lived in Pasadena, CA, before accepting some position in Hawaii with the Navy, lasting until at least 1910. The censuses of 1920 and 1930 listed him as an appraiser in Seattle, and a retired civil engineer on Vashon Island, WA, which is where he died in 1934 at Cove. (biography)

**Worthington,
Irving**

1868-1928

USDS

USDMS

Comp

Contract 389 1892

to

Contract 599 (as 1903

compassman for
John Wetzel)



1900

Member ASCE 1914. Born in Minnesota, Irving was in Dakota Territory with his family from 1878 until 1890, where he attended high school and one year of college. He was a chainman for John Ashley at Ruby in 1891, and for Albert Gray for 4 townships East of Grand Coulee, also in 1891. He was one of a group of Deputy Surveyors operating out of the Spokane County Surveyor's Office of John Ashley from 1891-93.

The others included John Ashley, Dekalb Ashley, Harry Clarke, Edward Hooker, Ulysses Hough, and William Maxwell. Both John Ashley and Harry Clarke had strong Benson Syndicate ties. In the Ruby survey, John Ashley made a 35 chain error crossing Lake Palmer. Irving was a deputy county surveyor in Spokane from 1892-93 under John Ashley, and in private practice from 1893-1905 in Spokane, Idaho and Montana as a civil and mining engineer.

Irving received his own Contract in the fall of 1892 for three townships and 18 miles of Standard Parallel on Lake Chelan just up from Manson, and asked for an extension of time. He surveyed it in 1893 and turned in the results. After he corrected the field notes, it was examined by Henry Newby in 1894, resulting in unknown corrections in the field in 1894. There are no separate notes for this, and it may have been remonumentation only. It was accepted in 1896. His brother, William, was a chainman.

He received Contract 458 in 1895 for one township at the same place, and it was surveyed the same year. William was again a chainman as was Harold Hooker, the brother of Ed. Contract 508 for one township at Pateros was surveyed in 1897 and went through several exchanges of the field notes until approved in 1900. A. W. Morris and David Kinnaird were examiners, and Irvin's 15 year old brother, Lewis, was a chainman. There was no exam and it was approved in 1896.

From 1897-1904, Irving surveyed Mineral Claims. He surveyed two at Curlew and one at Northport in 1897; 13 Claims near Cascade Pass in 1898; 20 Claims from 1898-1904 North of Stehekin; 13 Claims at Republic in 1899; 1 Claim in Grant County, Oregon in 1900; and 2 claims on the San Poil River in 1901. His brother, William, was a frequent chainman, and U. S. Deputy Mineral Surveyor Frank Stanley was a chainman one time in 1898.

Irving married Francis C. "Fannie" Brattain in Spokane in 1900, and they lived in Stehekin in the summer of 1900. She had attended three years of college. He published a map of the Methow Valley the same year. His last Contract was for 25 miles of Standard Parallel and 5 townships at the North end of Lake Chelan. Irving completed the surveys in 1902, turned in the notes in 1903, and was approved the same year. Irving said he had purchased Robert Whitham's compass, and did not need it examined, but lost that argument. One month after John Wetzel received approval of Contract 599 for two townships at Oroville, he asked for permission to use fellow Spokane surveyor, Irving Worthington, as compassman, and it was granted. Irving made the survey in 1903, and after several exchanges of the field notes, the Contract was approved in 1906.

By 1910 Irving was in Medford, OR, as an engineer for the Rogue River Irrigation Co., and Osgood and Cummings. He was in Umatilla County, Oregon in 1912, and in 1914 he was in Fresno as an engineer on irrigation projects for the Fresno Canal and Irrigation Co. In 1919 Irving was named a field engineer for the Columbia Basin Project on the Wenatchee Lake Project. He was an engineer in Spokane in 1920, and also worked as an appraiser for the Federal Land Bank. He died in Spokane in 1928, and Fanny returned to teaching school, at Tunk Creek in 1930 and Nighthawk in 1940, both in Okanogan County. She died in Marin County, California in 1969 at age 95. (biography)

**Wright,
Burzilla David**

1833-1916

EX

USDS

Special Instructions 1856
(7/14/1856)

to

no more

Born in New York, Burzilla was in Olympia in time to be sued for collection of a note in 1855. In October of that year he was mustered in as a private in the Volunteers for the Indian War, as 5' 6" with hazel eyes and brown hair. In 1856 he was appointed an Examiner of Surveys and U. S. Deputy Surveyor to examine the survey of Isaac Smith and Thomas Berry of the 6th Standard Parallel from R3E-2W. His account was approved in December, 1856. Burzilla was a carpenter in Jackson County, Oregon in 1858 and 1860. He enlisted in the Army in San Francisco in 1864, California 4th Infantry, and mustered out in 1866 in San Francisco.

He was a carpenter in San Francisco in 1880 and was married, but living alone. Burzilla was a widower (There was a note that he was actually divorced.) and a widowed unemployed carpenter in Seattle in 1900. He was in bad physical shape in 1908 in The Dalles, Oregon, stating at that time he had 6 children, but did not know their ages. One son was Charles R. Wright, living in Seattle. Burzilla was accepted into the Orting Old Soldiers Home in 1910 and died there in 1916.

**Wright,
William P.**

1839-1920+

Rep

Dr/Clerk

Dep. Surv.

in Oreg

Clerk

1873

to

no more

William was born in New York, the son of a sailing Captain, and travelled to Oregon in 1855. He was in Olympia by 1865 and married Maria L. Willard there in 1866. He worked as an accountant in 1870, an auctioneer from 1871-73, and then was appointed as Assistant Draughtsman in the Surveyor General's Office of William McMicken, serving until at least 1875. While in Olympia, he was the defendant in several collection suits, and one foreclosure in 1876. William received his first Contract in Oregon in 1876 for one fractional township at Myrtle Point, near Coquille. He was living at Coquille and received one Mineral Survey and 13 Contracts from 1876-80 for 21 mostly fractional townships from, Coos Bay South to Cape Blanco, East to I-5.

William used small, 3-4 member crews of a limited selection, and included a beautiful map of his work in the field notes. He was living at Coquille, and many Contracts were near there and Myrtle Point. William was active in Republican politics, serving on the State Central Committee for Oregon in 1876. In 1880, his 11 year old son, John, died, and he moved to Dallas, Oregon, where he ran for Polk County Surveyor in 1882. While living in Dallas, he surveyed 15 more Contracts for 53 townships in the coastal areas of Western Oregon from 1880-1885. He began using compassmen in 1881, beginning with William L. Rowland, a half Indian, living near Coquille, who had been a crewman for several townships.

Contract 513 was examined by Henry Martin from the Commissioner's Office in D. C., who was examining Special Deposit work. It was rejected, and William's work was not accepted or paid. Henry Martin said he "found the work defective and erroneous". Martin stated that Wright used compassmen, using simple compasses with folding sights, and that of Wright, "at the time of the Contract, he was a resident of a citizen and at the hotel at Port Orford." He was debarred from further GLO work. Martin stated that on Contracts prior to 513, Wright blackmailed settlers for more money to perform the survey, threatening to leave them out of the survey if they did not pay.

The two townships in Contract 486 were both surveyed by compassman, Chester C. Coad, from Dallas, Oregon. Of the 6 townships in contract 514, three were surveyed by Compassman Peter Applegate, one by compassman Chester Coad, and two by William. He used his teen aged son, Willard, as a chainman after 1883. He surveyed another Mining Claim in Curry County in 1885.

By 1898 William was a civil engineer in Grants Pass, OR, where he produced many maps for sale of Southwest Oregon and the various Counties. He was in private practice and also the City Surveyor of Grants Pass in 1910, and was still there in 1916. Maria died in Elko, Nevada in 1916, and William was living with his son in Elko in 1920 as a widower. William left papers at Oregon Historical Society. (biography)

<p>Wyche, Thomas John <i>1862-1923</i> USDS Contract 493 (with 1896 James McPherson) to Contract 533 (with 1897 James McPherson)</p>	<p>Born in Jackson, Mississippi, Thomas graduated from the University of the South in Sewanee, Tennessee in 1879. He immediately went to work for UPRR at Rock Springs, Wyoming. He was affiliated with the Green River Supply Canal in Green River, WY in 1893, with his brother-in-law. He lived in Rocks Springs, Wyoming in 1894-97, but somehow Thomas was in Washington State to survey three contracts in partnership with James McPherson from 1896-97. They all passed examination. The first was a resurvey of the South Boundary of the Yakima Indian Reservation. The other two were for three townships just South of Northport.</p>
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C. C. Ward was a chainman on the Yakima survey, and they used two crews there. They both shared the work and both signed the oaths. Thomas continued with the RR in Rawlins, Wyoming, in 1900. He was in in Denver, Colorado from 1903-04 as Division Engineer for UPRR and was promoted to Resident Engineer for the Wyoming and Nebraska Divisions in 1904. In 1905 he was named Supervising Engineer for Western Pacific RR for all construction from Salt Lake for 280 miles Westward. He was named in 1909 to succeed Virgil Bogue as Chief Engineer for Western Pacific RR, and moved to Berkeley to assume his duties. He was again promoted to Assistant to the General Manager of the RR in 1915, but with the merger with Southern Pacific RR in 1918, he returned to being Chief Engineer, and he was fortunate to survive.

In San Francisco in 1920, his wife Phillipa launched a destroyer for the Navy. It was the USS S. P. Lee, which in 1923, because of a navigation error, ran aground at Honda Point off Santa Barbara, leading six other destroyers onto the rocks also. All ships were lost. Thomas became ill in 1921, spent two years trying to regain his health, but died in Denver in 1923. He is buried in Alexandria, Virginia in Christs Church Episcopal Cemetery with his wife and her relatives.

**Wylie, Thomas
Edward**

1858-1932

Comp

Contract 315 (as
compassman for
Gilbert M. Ward)

to
no more

1885

Born in California, Thomas was the son of a farmer at Elma in 1870. He was still in school in King County in 1879, and married Nancy Bethanie Williams in Grays Harbor in 1881. They had six children, the last in 1890 was a son named Thaddeus. Thomas was the compassman for one fractional township on the Straits of Juan de Fuca for Gilbert Ward in 1885. He was a hotel keeper in Elma in 1894. After that he was a civil engineer in Seattle in 1900, living alone, but listed as married. Nancy was still at the hotel in Elma with the children, listed as a widow. He remarried to Arvilla Morris in Seattle in 1901, and they raised a small family. Nancy died in Elma in 1936 without remarrying.

Thomas was employed as a transitman for the City of Seattle until his retirement in 1929. He filed a patent for a pruning shear in 1911. Thaddeus died in World War I, listing his address as the same as Thomas and Arvilla. Thomas was an avid gardener, and showed and judged plants for years, while Arvilla was active in the W. C. T. U. Thomas was killed when hit by a car while crossing Pacific Avenue in Tacoma in 1932 while attempting to catch a bus.

**Yeomans,
Francis
Carrington
"Frank"**

1854-1939

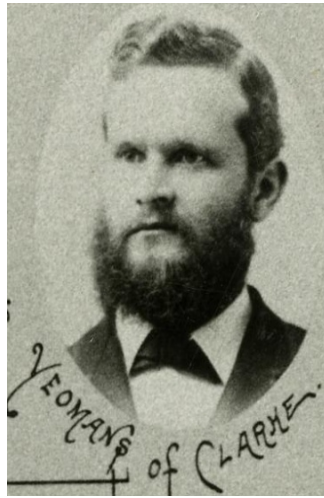
Dem

SES

Special Instructions 1892

to

Special Instructions 1892



1892

Francis was born in New York, and attended Walworth and Warsaw Academies in New York. His older brother married a sister to Grover Cleveland. Francis was appointed to West Point in 1871, but resigned 6 weeks into his first year. He apprenticed as a nurseryman and fruit farmer with an uncle for one season before teaching during the winter. In November, 1880, he set sail for Portland, Oregon via Panama, where he found a job as a nurseryman at Milwaukie.

He explored the area in a sail-powered canoe, and bought a 320 acre farm above Washougal. In the East, Francis had been active in the Grange, and began organizing a Grange at Washougal, in which he was the first Master. He was elected to the school board where he met and married school teacher Blanche Webster, sister of Robert Webster. They lived on his farm a short while but sold it and moved to Camas in 1889, where he purchased a Gurley solar transit, shortly after buying a bicycle and being sick in bed for 7 weeks with a congested liver. He represented Camas in the Washington Territorial House of Representatives in 1891-92. That same year he was appointed a Special Examiner of Surveys by the Commissioner, performing 4 examinations, and probably helped secure a contract for his brother-in-law, Robert Webster, in Skamania County.

He was President of the Vitrified Brick and Tile Co. in Camas in 1893, and when the Republicans returned to power in 1898, he was named Postmaster of Camas. Francis and his family travelled to New York in 1901 to settle his parent's estate, since both had died in a year time frame. They took their time, visited many places, stayed all summer on the old family estate, and then headed back West. On the way back, they travelled through Long Beach, California, where Blanche had an uncle, and decided to make that their home. Francis resigned as Postmaster, sold his business and property, and moved to Long Beach. Living in Long Beach, he was a Director of the National Bank of Long Beach, General Manager of the Long Beach Water Company, and a Director of Long Beach Savings and Loan.

They returned to Washington for a visit in 1905, and after they returned, Francis was head of the YMCA, and Blanche was head of the YWCA from about 1906-1916. Francis was a Trustee for Pomona College from 1915-19, a trustee for Claremont College from at least 1914-1921, a Vice President of a bank in 1920, retired in 1930, and died in Claremont, CA in 1939. His three daughters all graduated from college, with one dying young of complications from childbirth. Son-in-law Clyde Doyle was a U. S. Congressman. (biography)

Young, Robert

Henry

1867-1951

USDS

Contract 413

(5/26/1893)

to

no more

Robert was born in Minnesota, the son of a millwright. His father graduated from medical school in Chicago in 1880, having a small family at that time. Robert was in Minneapolis in 1888, but by 1889, his whole family had moved to Seattle, where his father and brother practiced medicine. From 1888-1892 Robert was in real estate in Seattle, and worked as a broker in 1892. That probably ended with the Panic of 1893. He worked as a chainman for John McIntyre on examination surveys in 1892-93, and was a flagman for him on Contract 405 at Tonasket in 1893.

Robert married Elma Rose Holmes in Seattle in 1893. He was awarded his own Contract in 1893 for three townships, one at Darrington, one at Hurricane Ridge, and another at the mouth of the Hoh River, receiving approval to proceed in March 1894. After getting an extension of time, he never started the work, and the townships were awarded to others. Robert listed himself as a civil engineer in Seattle in 1894, and was in mining in 1898-1900, while living in Seattle. He deeded 160 acres at Maple Valley to his wife in 1899. From at least 1901-04 he was a Clerk for the Superior Court in Seattle, but by 1910 he was in Colfax.

The 1910 census also listed him as a mining engineer with his family in Placer County, California, and in 1920 they were in Berkeley, where Robert was a carpenter for the gas company. He was a miner in a quartz mine in 1930, and died in Lake County in 1951. Elma had died in 1941 in Butte County, California.

**Zieber, John
Shunk, Jr.**

1841-1864

Dr/Clerk

Clerk 1859

to

no more



1862

John S. Zieber Jr. was born in Illinois and came over the Oregon Trail with his family in 1851. He was listed as the Messenger in the Surveyor General's Office of William Chapman in Eugene, OR in 1859. John was a bookkeeper in Salem, OR in 1860 and played in the first string band in Salem in 1862. He married Cornelia Coon in 1862 and died of a "continuing illness" (probably TB) in 1864 in Salem after one child. Cornelia remarried to James W. Cooke, but died in 1867.

**Zieber, John
Shunk Sr.**

1803-1878

Dem

Dr/Clerk

S G

to

no more



Born in Pennsylvania, John became a printer, and by 1827 he was the editor and proprietor of the "Village Herald", a weekly newspaper in Princess Anne, Maryland, continuing until 1838. He married Eliza Sloan in 1825. In 1838 he owned a steam mill, and in 1840, he sold a newspaper, the People's Press, and moved to Peoria, Illinois, where he started the Peoria Democratic Press, another partisan paper. John was elected to the 14th Illinois Legislature in 1844, sold his paper in 1846, and was the public printer until 1848.

John, his wife Eliza, and their children came across the Oregon Trail in 1851, with Eliza keeping an extensive diary, which has since been published. He came to Salem where he bought the rights to a claim just north of Kaiser, called Fernhazel, which he kept until both he and his wife died there. John was named as a Clerk in the Surveyor General's Office Charles K. Gardher.

In 1853 his daughter Eugenia married Asahel Bush, the editor and publisher of the Oregon Statesman, the Democrat paper of the state. John would be his printer. The Statesman was very critical of John Preston, a Whig, and even of Charles Gardner, a Democrat, for not being partisan enough. In 1856 John was appointed Oregon Surveyor General, serving until 1859 in a very partisan manner. He kept printing until he retired to his farm, where he died of a stroke while working in the fields. (biography)

Zimmerman,

John

1857-1939

Rep

Comp

Contract 322 (as 1886
Compassman for
Adrian W. Wisner)

to

no more

John was born in Ontario, Canada, the son of German immigrants, and he and his brother William, immigrated to Washington in 1882, where he worked as a carpenter around Puget Sound. Both John and William patented large acreages halfway between Almira and Grand Coulee, which they were living on by 1883. They had Homesteads, Pre-emption Claims and Timber Culture Claims, adding up to several hundred acres. Both John and Will signed on to the survey crews of Adrian Wisner in 1887 for the survey of 7 townships between Deer Park and Davenport. Adrian did not distinguish which townships were surveyed by each crew, but after starting John as a chainman, Adrian formed a new crew with John as Compassman. John had been trained as a civil engineer.

Abbreviations

Count	Abbreviation	Name
315	USDS =	United States Deputy Surveyor
92	USDMS =	United States Deputy Mineral
20	USS =	United States Surveyor (Employee of another agency)
5	Astr =	Astronomer
11	IAA =	Indian Allotting Agent (Employee of Office of Indian Affairs)
83	Comp =	Compassman
44	SES =	Special Examiner of Surveys (Hired by the Commissioner)
22	EX =	Examiner of Surveys (Hired by the Surveyor General)
19	S G =	Surveyor General
17	Ch Clerk =	Chief Clerk in Surveyor General's Office
87	Dr/Clerk =	Draftsman/ Clerk in Surveyor General's Office
715	Total	

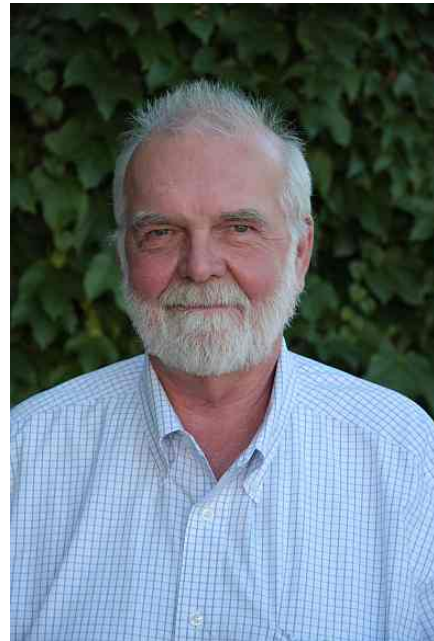
191	Rep	Republican
109	Dem	Democrat
14	Whig	Whig
5	Peoples	Peoples
6	Union	Union
3	Ind	Independent
5	Prohib	Prohibition
1	Free Soil	Free Soil
3	Fusion	Fusion
1	Greenback	Greenback
1	Populist	Populist
1	Socialist	Socialist

The Author

Jerry C. Olson was born in 1941 in Lebanon, Oregon where his father owned a small sawmill in nearby Crabtree. They soon moved to Cherry Grove, Oregon where Jerry was raised around sawmills and logging until leaving for college. At Oregon State University, he received a Bachelor of Science Degree in Forest Engineering in 1962, and a Master of Forestry Degree in 1963, also in Forest Engineering. He took a special interest in surveying all through college, taking all of the surveying courses he could, and doing a special graduate project on surveying.

After OSU, Jerry went to work for the Washington State Department of Natural Resources, spending a year at first in Forks, on the West side of the Olympic Peninsula. He was promoted to Vancouver District Engineer, and then transferred to Larch Mountain Honor Camp as Engineer. In late 1966, he was promoted to Area Engineer for SW Washington, responsible for engineering and land surveying for state lands from Goldendale to Naselle.

Jerry resigned in June of 1968, and after taking some time out to travel, he opened Olson Engineering in Vancouver, at first as a surveying company, following the profession he loved. Olson Engineering has added Civil Engineering, Planning, Landscape Architecture, and Environmental Science along the way.



Jerry was licensed as a Professional Land Surveyor in Washington in 1964, number 9025, and as a Forest Engineer in 1968 and a Civil Engineer in 1971. He has transferred those licenses to Oregon by reciprocity, and also the PLS license to California. When SAF started certifying foresters, he became a Certified Forester.

Governor Booth Gardner appointed him to the Board of Registration for Professional Engineers and Land Surveyors in Washington in 1985, a seat he held for ten years, serving as Chairman twice. In 1998 he was named to the Washington State Survey Advisory Board, which he held for ten years also. He founded and chaired the Land Surveyors Association of Washington Historical Society until his Board appointment. In 2007 Jerry was named an Outside Director of Riverview Community Bank, traded on the Nasdaq.

He authored a book in 1997, “David D. Clarke”, a biography of a U. S. Deputy Surveyor, and maintains a website on surveyors in Washington and Oregon.

BLM, both nationally and regionally, honored him in 2014 by conferring on him the title, “Honorary United States Deputy Surveyor”, only the second such designation given.

Jerry resides on a small tree farm in Yale Valley near Mount Saint Helens with his wife, Patti, and their various horses and pets.

This year of publication of *Surveying North of the River, Second Edition, 2018*, marks the fiftieth year of Olson Engineering, and of Jerry Olson as President and CEO of Olson Engineering.