



1854. Sep. 18. Statement from Treasury. Salary & Contingencies.
 1855. May 17. Recd. for Disbursements to 31st. March.
 " 30. " for 3rd & 4th. gr. 1854 & 1st. gr. 1855.
 July 18. Instructions for Examiners of survey.
 Sept. 1. Requisition drawn for gr. ending Sept. 30. 1855.
 " 3. Recd. of Thos. A. Pross and A. A. Surpin.
 " 12. Kurd and Roberts. Examiners.
 " 15. S. W. Smith and Bright. Examiners.
 " 17. Requisition drawn. salaries & Contingencies. Sep. 30. 1855, &c.
 Oct. 4. Incidental. purchasing Transit and Solar Compass.
 " " A. W. Patterson's. 25. and 35. Std.
 " " Bright's - for Examination.
 " " Assignments of. must be made over deputy's signature.
 Nov. 2. John K. Hall's. - Jude Meridian. 6th. to 7th. Stand.
 " 20. A. W. Patterson. J. 12-1 E.
 " " Bright's for examination.
 Dec. 10. Office. recd. for gr. ending Sept. 30. 1855. Rent afc. suspended.
 " 17. Assignments of Dep. Sur's afc. not recognized after Apr. 1. 1856.
 1856. Jan. 2. Contgt. Exps. adjusted gr. ending June 30. 1855.
 " 16. Lafitte. Will. Mer. 5. to 6. Std.
 " 17. Bright's supplemental examination afc. recd.
 " 18. Advances requested. salary & contg. gr. ending 31. mch. 1856. and
 " " afc. adjusted. grs. ending June 30. & Sep. 30. 1855.
 Feb'y. 21. Phillips & Strickler. J. 17. 18 & 19 - 2 E. and 4th. Std.
 " " Po's examination afc. " " " "
 " 22. J. K. Hall. 7th. Std. 1. 2. 3. 4 & 5 E.
 " " Murphy. D. C. & M. O. J. 13-2 W.
 Mch. 3. Phillips & S. J. 25-3 E.
 " 4. " J. 16-1 E. & J. 17. 2 E. + Po's examination afc.
 " 12. Office & Contg. gr. ending Dec. 31. 1855.
 " 13. J. K. Hall. J. 29 & 30 - 2 & 3 E.
 April 15. Phillips & S. J. 25-4 E. & Exps. J. 25-5 E.
 " 17. Farnsworth. L. 25. Std.
 " 18. J. F. Perry. J. 17-3 W.
 " 24. Murphy. D. C. & M. O. J. 16-1 W. J. 14. 15 & 16 - 2 W.
 May 3. Lovells. J. 13-4 W.
 " 19. J. F. Perry. J. 20-3 W.
 " 21. Salary & rent afc. gr. ending Mch. 31. 1856. + corrected bal. afc. current.
 June 17. J. K. Hall. 7. Std. - 1. 2. 3. 4 & 5 E. adjusted.
 " " Carleton's Ex. Hall's contracts. 30. July. 18. Aug. & 22. Sep. 1855.
 July 1. Lovells. J. 13 & 14 - 10 W.
 " 1. J. 1-3 & 4 E. & J. 2-2 E. Chenoweth's surveys.
 " 31. D. F. Byles. J. 15 & 16 - 4 W.
 Aug. 30. Office afc. recd. for gr. ending June 30. 1856. remittance &c.
 Oct. 22. Examiners supplemental bal. may be allowed.
 " 30. Office. recd. - grs. ending Sep. 30. 1856. & reg. honored. 4th. gr. 1856.
 Dec. 3. Smith & Perry. & C. afc. D. D. Wright. 6. Std. - 1 & 2 W. + 1. 2 & 3 E.
 " " " W. H. Carleton. J. 24. 25 & 26 - 2 E.
 " 30. Phillips & Strickler. J. 20-2 E.
 1857- Jan'y. 17. Smith & Perry. J. 21 & 22 - W.
 Feb'y. 4. J. F. Perry. J. 18 & 19 - 3 W.
 " 5. D. Hunt. J. 31-1 & 2 E. + Murphy's Ex. afc.
 " " " mch. 31. 1857.

Biographies

The collected biographies of the surveyors associated with the General Land Office, 1851-1910.

It takes more than a good resume to get a government contract.

Lewis G. Abbott (1829-1902)

From: "An Illustrated History of the State of Washington"ⁱ, 1893

Lewis G. Abbott, a resident of Olympia, Washington, was born near Detroit, Michigan, in February, 1829, son of Samuel H and Therese (Beaufait) Abbott, also natives of that State. At the age of eleven years young Abbot entered a printing office to learn the trade of printer, remaining three years. Then, with the death of his mother, he left home and went to Mackinac, and in the spring of 1847 went to the Lake Superior country, where he engaged in copper mining. In 1818 he returned to Coldwater, Branch County, Michigan, and in 1850 was married to Miss Irene Janes, a native of New York. Mr. Abbott was then engaged in farming until the spring of 1854, when, with a party of men, he started for California, making the journey with ox teams and enduring many hardships. Their cattle gave out at Mormon Station, and from that place they packed their effects to Placerville.

Upon reaching the El Dorado of the West, Mr. Abbot engaged in mining at Placerville, continuing there and at Mud Springs and

Georgetown for several years. In 1857 he sent for his wife and child, who came out via the Panama route and joined him at Georgetown. In 1860 he quit mining, having then only barely enough funds with which to move his family and effects to Olympia, Washington, where he again engaged in printing, finding employment in the office of the Washington Standard. In the fall of 1860 he pre-empted a farm seven miles south of town, improved the same and moved his family to it. Here he followed agricultural pursuits and at intervals was engaged in the publishing business. In partnership with John R. Watson, he bought the office of the old Pioneer & Democrat, the first paper published in the then Territory, which they changed to the Tribune. They also bought the old Ramage wooden press, the first printing press brought to the northwest coast. This press they removed to Seattle and there started the Gazette, the pioneer paper of that city. Randall H. Hewitt subsequently bought the Watson interest in the Tribune, and the firm of Abbott & Hewitt continued three years, when Mr. Abbott sold out. He was also interested in publishing the Commercial Age, and, in partnership with C. B. Bagley, established the Echo, which they conducted about two years. Mr. Abbott then sold out and retired to his farm, which, by subsequent purchase, he had increased to 480 acres. He cleared 100 acres, and devoted his whole time and attention to farming and stock-raising until 1882, when, giving the management of the ranch over into his son's hands, he came to Olympia and opened a grocery store, continuing the same until the spring of 1889.

Mrs. Abbott departed this life in 1887, leaving two children: Amelia T., wife of Joseph Chilberg, and William J., who is engaged in farming.

In 1889, after an absence of thirty-five years, Mr. Abbott made his first visit to the

scenes of his childhood, meeting brothers and sisters who seemed little less than strangers. He was married that autumn, at Coldwater, Michigan, to Mrs. Helen N. (Harmon) Nye, and with her returned to Olympia.

Upon his return to this city, Mr. Abbott engaged in real-estate speculations. He still owns valuable property, both improved and unimproved, in the city and vicinity. In 1891 he bought his present residence, it being the old homestead of the C. P. Hale donation claim, pleasantly located on the water front on the East Side.

Socially, Mr. Abbott affiliates with the F. & A. M. He served one term as County Treasurer.

Such is a brief sketch of one of the worthy citizens of Olympia—a man well known and highly respected for his many estimable qualities.

From: harmonyfreemason.blogspot.com/2004/12/harmony-lodge-18-history.html

Brother Lewis G. Abbott, father of our present Tyler, Wm. J. (Bill) Abbott, was born in February, 1829, near Detroit, Michigan. He learned the printer's trade and married in 1850. In 1854 he, with a party of men, left for California, making the trip by ox team. He engaged in mining at Placerville and George Town. In 1857 he sent for his wife and child, they joining him at Georgetown. In 1860 the family moved to Olympia, Washington, where Bro. Abbott worked as a printer on the Washington Standard. He pre-empted a farm seven miles south of Olympia which he improved. In connection with his farming activities he identified himself with the publication of some of the early newspapers of the territory. He was honored in politics, serving one term as county treasurer, and was also honored by Harmony Lodge, being appointed as Junior Deacon in 1871, Senior

Steward in 1898, 1899, and 1900, Secretary in 1901 and Senior Steward in 1902. Died Feb. 7, 1902.

Charles McKay Anderson (1858-....)

From: "An Illustrated History of the State of Washington,"ⁱ 1893.

CHARLES M. ANDERSON, one of the active young business men of Seattle, was born in Lexington, Illinois, January 3, 1868, the eldest son of Prof. Alexander J. and Maria L. (Phelps) Anderson. The education of our subject, with the exception of two years, was pursued in institutions of learning under the direct management of his father, and, being a boy of more than natural brightness, his progress was very rapid. His studies were completed at the Pacific University, at Forest Grove, Washington. During his summer vacations, and when opportunity offered, he took up the practical duties of civil engineering.

Completing his studies in 1874, Mr. Anderson followed clerking in Portland and steamboating on the Willamette and Columbia rivers until January 1, 1878. He then came to Seattle, as instructor in mathematics at the University of Washington, and also to establish and build a commercial department at the University. After three and a half years in this occupation, he opened an office in Seattle, engaged in surveying in a general line of city and county work, and was also Deputy United States Mineral Surveyor. Mr. Anderson has ever since continued in this line of work, with the exception of two

winters spent in Walla Walla, while relieving his brothers in their work. One of those seasons was passed in the bank, and the other infilling the chair of mathematics in Whitman College. Our subject served one term as Surveyor of King County, and has established for himself the reputation of careful and accurate workmanship, and, although now not as active in the line of engineering as formerly, is frequently called upon where the work requires close calculation.

Of late years he has been more particularly engaged in the buying, selling and handling of real estate, mining interests and loan investment business. In military matters Mr. Anderson has been especially active. His military education was received in Portland, from General Howard's staff officers. After coming to this city he worked up a battalion at the University, of which he was elected commander. He was one of the organizers of the Seattle Rifles, and took an active part in the Chinese riots of 1886. During the period of martial law, he was stationed at the front door of the courthouse, and controlled all exits and entries. He was appointed Assistant Adjutant General, with rank of Major, on the staff of General O'Brien, and became organizing officer of eastern Washington, organizing the Second Regiment, N. G. W. He was elected Colonel, and became the first commanding Colonel of Washington, his commission preceding that of the Colonel of the First Regiment. Mr. Anderson resigned from this office when he returned to Seattle.

He was married in this city, September 19, 1889, to Miss Laura B. McPherson, a native of Canada. They have one child, Mary Isabella.

From: "Washington West of the Cascades, Volume 3." 1917

Charles M. Anderson has left the impress of his individuality upon the history of business and railway development in Seattle and the northwest. Imbued at the outset of his career with firm purpose and laudable ambition, he has so directed his efforts as to take advantage of all the opportunities which have come to him, and while promoting individual success, he has contributed to Public prosperity by reason of the nature of his activities. He may be termed a captain of industry, for he represents that class who are capable of marshaling the forces of trade and commerce and directing them for the benefit of the majority.

Mr. Anderson was born at Lexington, Illinois, January 3, 1858, a son of professor Alexander Tay Anderson, notable as one of the prominent educators of the northwest, who was born November 6, 1832, while his parents, Mr. and Mrs. Joseph Anderson, both natives of Scotland, were temporarily residing at Grey Abbey, near Belfast, Ireland, where the father was executing a building contract. When a youth of seventeen years the father had come to America and after acquiring citizenship had returned to Scotland, where his marriage occurred. Five years later he once more made his way to the United States and established his home in New York, on the banks of the St. Lawrence. While engaged in the work of felling a tree he was accidentally killed, and later his widow removed with her little children to Lockport, Illinois. Alexander Jay was but six months old when his parents sailed for the new world.

Because of the father's early death and the straitened circumstances of the mother, he had but limited opportunities in his youth. He was ambitious, however, to secure a good education and used every opportunity to further his knowledge. He could not

attend school regularly, for from an early age he had to depend upon his own resources for a livelihood and at times he would be forced to put aside his text-books in order to work in the store, the printing office or in the schoolroom as teacher. At all times, however, he held to his purpose of acquiring education and in 1856 was graduated from Knox College at Galesburg, Illinois. Already his business training had brought to him valuable experience and it was characteristic of him that he learned from each experience the life lesson which it contained. He entered upon the work of teaching at Lisbon, Illinois, afterward assisted in the publication of an educational work in Chicago and later was a teacher in Lexington, Illinois. His ability in that field was pronounced and he displayed special aptitude in building up institutions which seemed to have almost reached the point of disintegration. Several times he took hold of schools which were in a most run-down condition and his executive control as well as his ability to impart instruction turned the tide and made the school a success. When in 1861 he took charge of the Fowler Institute at Newark, Illinois, it had but six pupils, but after six years under his direction the school enrolled three hundred pupils.

Professor Anderson heard the call of the west and he felt it his duty to aid in the educational development of the new country. To do this required considerable personal sacrifice, for he had to abandon a position paying eighteen hundred dollars a year, with a promised increase of two hundred dollars annually if he would remain, and accept a salary in the west of but twelve hundred dollars. In 1869, upon the completion of the Central Pacific Railroad, he carried out his intention and as principal took charge of Tualatin Academy, an endowed Congregational institution at Forest Grove, Oregon, and the preparatory department of the Pacific University. He

spent a year there as professor of mathematics and four years as principal, and the usual result of upbuilding the institution followed his efforts.

He then removed to Portland, Oregon, where for two years he was principal of the Central school and for one year principal of the high school. At the end of that time he received a call from the university of the territory of Washington, which had been struggling for an existence through a number of years. After several failures, attempts were made to conduct it as a private school, but its doors had been closed for some time when Professor Anderson took charge in 1871. At first he and his wife were the only teachers but subsequently they called their son, Charles M. Anderson, to their aid and after strenuous efforts the legislature was prevailed upon to give assistance to the work of resuscitating this institution. An annual appropriation of two thousand dollars, extending for two years, was granted with a promise that by the 1st of March there should be in attendance thirty free scholars to be appointed by members of the legislature. This involved hardships in the attempt to revive the institution but Professor Anderson met the conditions. After two years the legislature made no further appropriation, but a public-spirited citizen, Henry Villard, came to the rescue and gave individually the sum previously donated by the legislature. Professor Anderson was working untiringly and succeeded in raising the work of the school to the regular collegiate standard. The old saying that nothing succeeds like success was then demonstrated, for the legislature came to the front with assistance and the school numbered among its pupils those from all sections of the state and from Oregon as well. Normal and business classes were graduated in 1880 and college classes in 1881 and 1882. At the end of the school year of 1882 Professor Anderson

resigned, having in the meantime built up the institution until there was an enrollment of more than three hundred pupils.

He was then called to Whitman Seminary in 1882 and had the name changed to Whitman College. The freshman class of that year constituted the first graduating class of 1886. Such was the success of his labors that in the second year a large building was erected and the charter was amended, whereby the scope, facilities and opportunities of the school were greatly increased. The attendance grew rapidly and there was large demand made for the graduates of the school. For nine years Professor Anderson controlled the activities and directed the policy of Whitman College and then retired after thirty-five years of most active and strenuous connection with educational work. Who can estimate the value of his service in the up-building and revival of new and old institutions sending their graduates out into every walk of life, well trained and with high ideals? Professor Anderson has indeed left the impress of his individuality for good upon the history of the state.

In the fall of 1850, Professor Anderson wedded Miss Louisa M. Phelps, who was born on the shores of Lake Chautauqua, New York, and is a representative of an old Massachusetts family of English lineage. They became the parents of six children.

The eldest, Charles M. Anderson, early turned to the field of activity which he has made his life work. He was but twelve years of age when he began studying engineering and a year later he became connected with a railroad company, working through the summer months when not in school. In January, 1878, he took up the profession of teaching as assistant to his father in Seattle, devoting the succeeding three and one-half years to that work. He then went to Walla Walla to become the successor of his brother as assistant teacher in Whitman College but

after a year he returned to Seattle, where he had previously opened an office for the transaction of business connected with engineering. One of his first important contracts was in connection with the first plant of the city water-works, known as the Yesler system, and later he installed the McNaught and Jones systems. He served also as county engineer and extended the streetcar line from Columbia to Renton. He laid out at least one-fourth of Seattle, made the first mineral survey in Washington and subdivided many sections of King County, particularly in the vicinity of Seattle. The Moore Investment Company made him its engineer and among the works of his hand is the topographical map of Capitol Hill. In 1884 he organized the Anderson Engineering Company, which was incorporated eight years later. He has done considerable work for the state on the tide flat lands and served as land surveyor under contract with the national government. He has done expert work in Alaska for various companies and his engineering skill was employed in determining the route of the Alaska Central Railroad Company, of which he was appointed chief engineer upon its organization in 1902.

On the 19th of September, 1889, was celebrated the marriage of Mr. Anderson and Miss Laura McPherson, a daughter of William A. McPherson, a merchant of Seattle. Their children are Mary, Isabella, Lizzie Ferry, Laura Marjorie and Chester McPherson.

Mr. Anderson votes with the Republican party and is much interested in its success and the adoption of its principles, although he never seeks nor desires office. To promote its interests, however, he has frequently been a delegate to county and state conventions. He is well known in connection with the military history of Washington, having organized a battalion among the university students soon after his

arrival in Seattle. He also aided in organizing the Seattle Rifles, a company which served at the time of the Chinese riots. He was on the military board when the National Guard of Washington was organized and became colonel of the Second Regiment of the State Guard. He organized a regiment of eight companies in eastern Washington and became colonel of that command. Four of these companies afterward served in the Philippines. Coming to the northwest in the period of early manhood, Charles M. Anderson has made his life work of great benefit to his adopted state. He has held to high professional ideals which have found exemplification in his career as the years have gone by, and he stands today as one of the leading civil and consulting engineers of the northwest.

Lyman T. B. Andrews (1829-)

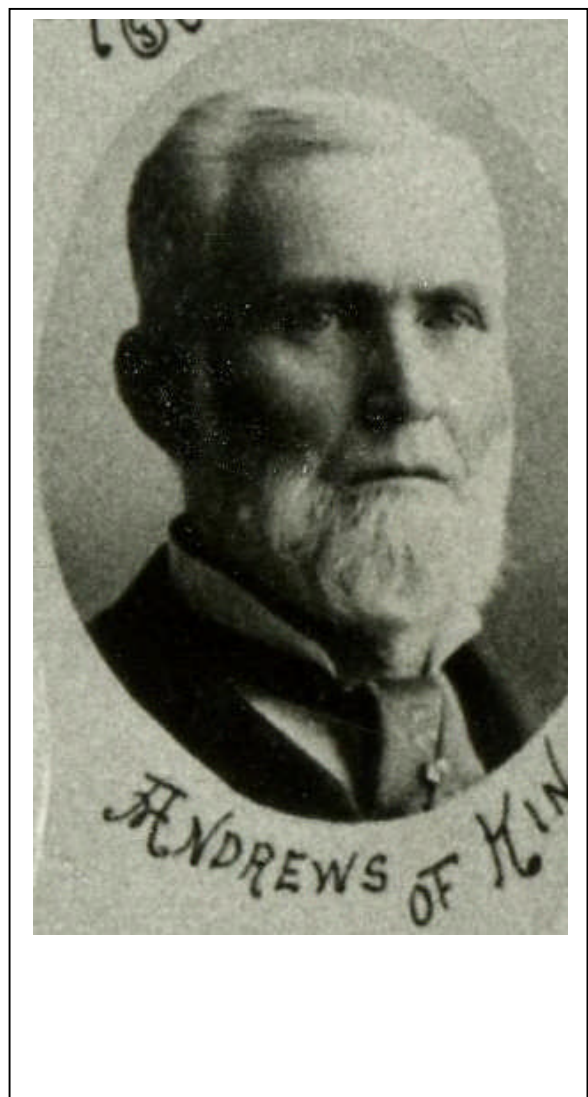
From: "History of the State of Washington"¹:

Lyman B. Andrews, one of the representative citizens of Seattle, Washington, dates his birth in Ontario County, New York, February 10, 1829. He traces his ancestry back to John and Mary Andrews, who emigrated from the north of England to the New England colonies about 1640, and settled in Connecticut. Their descendants have mainly followed in that line of occupation, although William Andrews, the father of our subject, was a mechanic.

William Andrews was born in the State of Connecticut in 1804, and about 1825 removed to Ontario County, where he followed the trade of brick mason during the summer and in winter attended to the duties

of the farm. He married, in Ontario County, in January, 1828, Miss Hannah Pierson, also a native of New York. In 1833 they moved to Lenawee County, Michigan, locating near Adrian, and there Mr. Andrews farmed and worked at his trade. Lyman B. secured his primary education in the common schools of Adrian, and subsequently attended the academy there.

At the age of sixteen years the subject of our sketch began work in the foundry and machine shop in Adrian, and in 1847 was



employed on the Michigan Central, and later the Michigan Southern, during the construction of that road to Chicago. He was a general utility man, and, being competent

in every department, was employed in the shop or as engineer upon the road, as necessity or circumstances required. In 1854 he went to Minnesota and took up and improved a farm, and at intervals taught school until 1859. In 1859, in company with his parents and his family (he having been married several years), he went to New York, and in May of that year embarked, via the Panama route, for California. Upon their arrival in the Golden State, they located at Napa, where the family resided, while Mr. Andrews returned to his trade, finding employment as a machinist in the shops of San Francisco.

In the fall of 1860 he came to Seattle, and, bringing with him a good supply of tools, opened a small repair shop for general light work and trading with the Indians. During the summers of 1862 and 1863 he was engaged in the Government surveys, and from his knowledge of geology he concluded there must be coal deposits in the country. He then began prospecting in that direction, and in 1863 discovered what is now known as the Gilman mine. By homestead claim and purchase he secured 400 acres of land in that vicinity, and at once developed his mine. The first "lead" showed a vein of sixteen feet between floor and roof. This is still known as the Andrews vein. His discovery led others to prospecting, which developed the New Castle and other claims. The difficulties of mining and expense of transportation being so great, the mine was not operated continuously, and was sold in 1886 to the Seattle Coal and Iron Company.

In 1864 Mr. Andrews sold his shop, in view of settling on his ranch; but, on account of a painful accident, he was obliged to give up manual labor, and in 1865, through the instrumentality of friends, he was appointed Clerk of the United States District Court, and held that office for ten years, it, by increased business, becoming

very lucrative. While occupying that position, and having a fair understanding of laws governing United States lands, he worked up a considerable business as attorney for settlers. With his

accumulated savings he began dealing in city real estate, and after his retirement from office continued in that line of business.

Mr. Andrews has been quite active in the political arena. He has served as Justice of the Peace and as Police Judge. In 1865 he was elected to the Territorial Legislature by the Republican Party: in 1868 was elected Chief Clerk of the House: in 1872 he was a delegate from Washington Territory to the National Republican Party Convention at Philadelphia, and was there chosen as a member of the National Republican Committee for four years; in 1878 he was a member of the Constitutional Convention held at Walla Walla; in 1890 was elected to the State Legislature; in 1888 he was prominently connected with the Harrison Legion, and in 1889 was elected president of that body which office he still holds. Mr. Andrews was one of the original stockholders of the Merchant's National Bank, and of the Seattle & Walla Walla Railroad Company, serving as director for many years.

He was married in 1849 in Oneida County, New York, to Miss Lydia J. Rowley, a native of that county, and they have four children, namely: William R. an attorney at Snohomish; Evangeline, wife of R. Hopkins; Judge Rowley, a prominent business man and financier of Seattle; and Lyman Ralph, a civil engineer. For upward of twenty years Mr. Andrews resided on the corner of Fourth and Madison streets, in Seattle. He still owns that property, but in 1890 built a handsome residence upon "Queen Anne Hill," commanding a beautiful view of the city, Sound and mountain scenery. After a busy and eventful life, Mr. Andrews is now surrounded by every home

comfort and enjoys the admiration and respect of a large circle of acquaintances.”

By Jerry Olson:

The very short and possible nonexistent survey career of Lyman Andrews began with the signing of General Land Office Contract number 66 and the Special Instructions dated September 4, 1862 by Surveyor General Anson Henry. Andrews was a Republican as was Henry. The work started only 5 days later and was finished on October 3, 1862. There is a letter from the Surveyor General in the Bellingham Archives talking about an error in dates in the notes. Contract 66 consisted of the partial exteriors and subdivisions of T23,24N R3E, W.M., not including Vashon Island, totaling about 40 miles of line and meanders. It included West Seattle, Alki Point, the shore of Admiralty Inlet, and extended South to Burien.

Deputy Surveyor Edwin Richardson had just finished his first contract (number 58) by surveying the exteriors of T24N R4E, the abutting township to the east. Richardson was listed as the compassman for all of Andrews work and notarized all of the assistant’s oaths. The next year Richardson received a contract to survey the subdivisions of T22N R4E, which was nearby. Andrews did not assist in either of Richardson’s surveys.

It was common for a Deputy Surveyor under contract to hire a “compassman” to execute the work, either exclusively or in partnership with the Deputy. Also, Richardson may have wanted more work in the vicinity, but could not contract for it himself, limited by some quota, and arranged for someone else to take the contact in their name. Another possibility is that Andrews actually did the work, made

errors, and the Surveyor General made him hire a competent compassman to complete and correct the job.

There was no record of any surveying by Andrews either before or after this contract except for the mention of his employment as a “railroad engineer and machinist” back east.

Homer Daniel Angell (1875-1968)

From: Wikipedia:

Angell was born on a farm near The Dalles, Oregon in 1875. He received his



undergraduate degree from the University of Oregon in 1900 and his law degree from Columbia University in 1903, after which he returned to Portland to begin his law practice.

He was elected to the Oregon House of Representatives in 1929, 1931, and 1935 and the Oregon State Senate in 1937. He resigned in 1938 to run for the United States House of Representatives, representing Oregon’s 3rd congressional district. Angell was elected and served eight terms. In 1954, Angell was defeated for the Republican nomination by future governor Tom McCall. Angell retired from politics

and returned to Portland, where he remained active in the community until his death in 1968.

John Kossuth Ashley (1853-1926)

From: “An Illustrated History of the State of Washington”ⁱ

JOHN K. Ashley, County Surveyor, Spokane, Washington, was born in Washington county, Ohio, in 1853, son of William and Mary J. (Muhinix) Ashley. His father was a native of Portsmouth, Ohio, and, was by profession a civil engineer. The Ashleys were many of them prominent men. James M. Ashley represented the Tenth Ohio Congressional District, and moved the impeachment of President Andrew Johnson; was afterward Territorial Governor of Montana, serving from 1869 to 1871.

The subject of our sketch was the oldest in a family of six children, and received his early education in the public schools of Denver, Colorado. He took a college course at Antioch, Ohio, where he graduated in 1876 with the degree of A. B. Returning to Denver, he was employed as civil engineer until 1886, when he came to Spokane. While in Colorado he served as a member of the State Legislature during the years of 1884 and 1885. He was elected County Surveyor of Arapahoe County, receiving 8,000 out of 12,000 votes. On coming to Washington he resigned this position in favor of his deputy, who still fills the office. Before being elected to his present office, Mr. Ashley served as City Engineer. His term as County Surveyor will expire January 1, 1893.

Mr. Ashley has invested largely in real estate in both Washington and Idaho. His pretty home in Spokane is valued at about \$3,000. He is thoroughly posted in every department of his profession, and is a quiet, affable and pleasant gentleman. Among the members of his profession he ranks high, and is regarded with esteem by all who know him. Politically he is a Republican. In 1892 he served as chairman of the Spokane County Republican Committee. He is a Knight Templar having his membership with Denver No. 5.

Mr. Ashley is a man of family. In 1879 he married the oldest daughter of Arternas Carter, of Chicago, Illinois. She died at Denver in 1885, leaving two children, Helen and John K. In 1888 he married Miss Lillian Hodder, at Boston, Massachusetts. Her father is president of the American Promoting Company at that place, and is a prominent man in the Unitarian Church.

Mr. Ashley is a member of the Unitarian Church.

Charles H. Ballard (1858-1937)

(No Permission for this Biography)

From: “Boom Town Tales and Historic People”ⁱⁱⁱ, by Keith Whiting.

Thirty-two miles northwest of Winthrop, Washington, in the valley of Mill Creek, 3 miles northwest of the Cascade Divide is the skeleton remains of the Azurite Mine. This legendary mine was the scene of activity which commenced in 1915, gradually building to a peak between 1936 and 1939, then fading into oblivion.

It is difficult to imagine a more unfavorable setting for mining than the Azurite area. The rugged alpine terrain



makes access very difficult and the combination of terrain and heavy snowfall results in snowslides, which pour down almost every small gully with great frequency throughout the winter season.

Charles H. Ballard, through whose perseverance, the Azurite mine became a producer, was no newcomer to northern Washington. He came to the Okanogan district from Butte, Montana, in 1886 as a civil engineer, U.S. mineral surveyor, and assayer. In the next few years he laid out the townsites of Ruby, Conconully, and Chelan, surveyed mineral claims, assayed, and besides all that, served as probate judge.

Later on, in 1898, Ballard, as manager of the Mammoth Mine in Slate Creek, surveyed and built a narrow road over Harts

Pass (elevation 6,197 feet), opened the mine, built a small steam powered stamp mill, and shipped the gold produced from the mine, via the wagon road and steamboat down the Columbia River, until the mine closed in 1901. He then followed mining in Arizona and Nevada during 1904-1906, went to Alaska in 1911, where he was assayer for banks and the U.S. Assay Office. Ballard returned to Washington in 1915 and in that and the following year he, with his brother, Hazard Ballard, and C.R. McClean, prospected in the Mill Creek Valley and staked 31 claims. These claims covered several veins, which are visible on the precipitous slopes and cliffs on the West Side of Mill Creek. The property got its name "The Azurite" from the azure blue mineral, a carbonate of copper, which could be seen in the vein at surface.

Ballard formed the Azurite Copper Co. of Delaware in 1918, with financial support coming from the east. That summer, using hand tools, the Ballards drove a short adit, the Discovery Tunnel (elevation 5,080 feet), to expose the Azurite vein beneath a promising surface exposure. Supplies for this work were freighted 24 miles to the prospect by packhorse from Lost River, a tributary of the Methow River.

In June of that year, H.A. Guess, vice-president of American Smelting and Refining Co., learned about the property through one of the eastern backers of the Azurite Copper Co. Guess then wrote to Preston Locke, an engineer for A.S. and R. in Spokane, requesting him to examine the prospect. In his letter Guess advised Locke that he (Guess) had known Charles Ballard in 1896, when Ballard was a mineral surveyor. Locke examined the property in August and reported that "transportation difficulties are prohibitive." That fall the Ballards were nearly trapped at the mine due to an early snowfall in October. But on the trip out Ballard brought with him the first

production from the property in the form of a small bar of gold which he had obtained by grinding ore removed from the Discovery Tunnel, in a small arrastre and recovering the gold by the cyanide process.

During the next seven years a small camp was built. Trenches and pits were blasted to better expose some of the veins. In addition, the Burnam Tunnel was driven 70 feet along the Azurite vein, its portal being 100 feet lower than the Discovery Tunnel.

In April of 1925 the company was reorganized as the Azurite Gold Co., and capital needed for further work was raised by sale of stock. Charles Ballard was president. His brother, Arthur, was secretary. By October 1929 an air compressor, mining equipment, food, fuel and other needed supplies had been either packed or laboriously dragged by horses over the 24 mile trail at a cost of over \$100



per ton. During the following winter, the Tinson Tunnel, 200 feet lower than the Discovery Tunnel, was driven several hundred feet along the vein.

In March 1930 the company contacted with the Mace Smelter Co. of Denver to purchase a smelter that would treat 30 tons

of ore per day. This smelter was designed to collect the gold, silver and copper in an iron matte which could then be shipped to a conventional smelter for further treatment. During the summer of 1930, the company improved 17 miles of the old narrow-gauge road from Lost River over Harts Pass to Carlson Cabin on Slate Creek (elevation 3,850 feet), and also constructed 11 miles of narrow-gauge road from Carlson Cabin over Cady Pass (elevation 5,980 feet) to the mine site. The use of this narrow road was restricted to small crawler tractors with attached crawler trailers and, to Ford trucks equipped with special lower gears and a wheel gauge cut down to 45 inches. This new road reduced the freight costs to about \$20 per ton but, due to long, snowy winters, the road was passable only five or six months a year.

The Tinson Tunnel continued to advance, exposing additional ore, so Ballard elected to drive the Wenatchee Tunnel to explore the vein about 500 feet lower than the Tinson Tunnel. The Wenatchee portal was to be located near the camp, a site relatively safe from snow slides. It was estimated that this tunnel would have to be driven about 1,300 feet to reach the vein.

In 1931 the Wenatchee Tunnel was started and was advanced about 80 feet towards its objective. The Tinson Tunnel was also advanced to a point 1,100 feet from its portal and a raise was driven on the vein from the Tinson to the Discovery Tunnel. The Mace smelter was built that year. During 1932, some ore was removed from the Tinson Tunnel and was treated in the Mace smelter. In 1933 15 tons of matte was shipped to the Tacoma smelter. This shipment contained \$2,344 in gold, \$8 in silver and \$29 in copper.

In the fall of 1933, American Smelting and Refining Co. reappeared on the scene in the person of Louis A. Levensaler, a consulting engineer, who made a brief

examination of the mine and relayed his favorable conclusions to ASARCO. Negotiations between Ballard of Azurite and H.A. Guess of ASARCO resulted in an agreement January 2, 1934, on a 25-year lease on 36 lode claims and six mill sites. It called for a \$10,000 down payment to Azurite Gold Co. and a 50-50 sharing of net profits after ASARCO had recovered its pre-production investment. The responsibility of conducting subsequent work was assigned to Federal Mining and Smelting Co., Wallace, Idaho, a subsidiary of ASARCO. H.C. Washburn was the general manager of Federal.

In early June of 1934, an advance party consisting of a geologist, an engineer and a cook went on horseback to the property to begin detailed examination. The chief of the party, J.E. Berg, and another engineer followed them, as soon as the road was passable. The examination involved surveying, sampling, geological appraisal and preparation of an inventory of the Azurite Company's supplies, equipment and buildings.

(continued....)

Ed. Note. ASARCO never did recover its preproduction costs.

William Rankin Ballard (1847-1929)

**From: "An Illustrated History
of the State of Washington,"ⁱ
1893.**

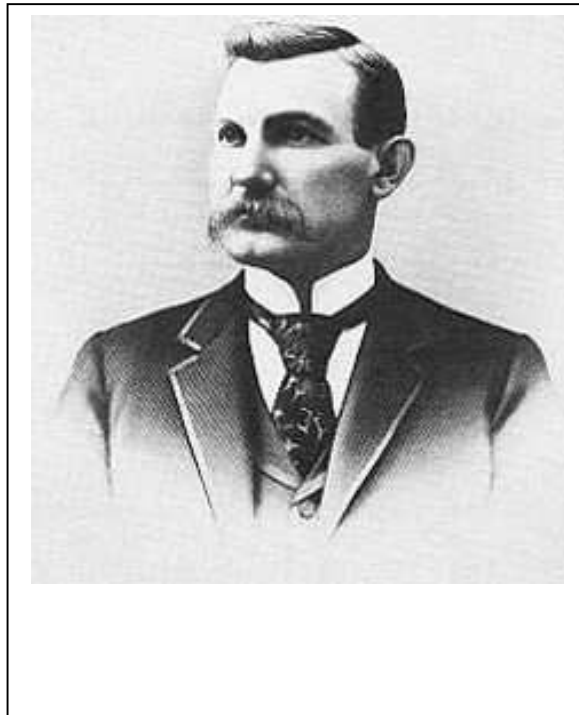
CAPTAIN WILLIAM R. BALLARD, president of the Seattle Savings Bank, and prominently connected with other financial institutions of Seattle, was born in Richland county, Ohio, August 12, 1847.

His father, Dr. Levi W. Ballard, a native of New Hampshire, was educated in New

England and from there removed to Ohio, where he followed his profession and where he was married to Miss Phoebe McConnell, of that State. Mrs. Ballard died in 1848, leaving two children, Irving and William R, who were taken and cared for by their grandparents. In 1851 Dr. Ballard crossed the plains to California, mined one year and then returned to Ohio. In 1853 he again crossed the plains, this time coming to Oregon and locating at Portland, where he engaged in the practice of his profession until the fall of 1855. The following winter he was in the Indian war, acting as surgeon in the Rogue River Valley. In 1856 he returned east, and in the spring of 1857 was married, in New Jersey, to Miss May Condit. His children then joined him and they started for the Pacific coast, embarking from New York on the old steamer Northern Light for Aspinwall, thence by the Isthmus to Panama, where they took passage on the Brother Jonathan, landing in Portland in March, 1857.

Dr. Ballard located a farm near Roseburg, Oregon, where he was engaged in agricultural pursuits and also in the practice of his profession up to 1861. Then he moved to Wilbur, Oregon, to give his children the educational advantages of Umpqua College. In 1865 he moved to the Sound country and purchased 160 acres of land, on a portion of which he laid off the town of Slaughter in 1887, and there he still resides. William R. Ballard was educated in the public schools of Roseburg, and at the Umpqua College, where he completed an academic course. Removing with his parents to the Sound country, he then spent three years at home, rendering his strength in the reclamation of a farm in the midst of a wild and undeveloped country. In 1868 he entered the University of Washington and passed one year in study, and then began teaching school in King, and later Pierce and Thurston counties.

Evincing a natural aptness for mathematics, his attention was turned to surveying, which he followed during the summer of 1873 in Pierce county, and, becoming so proficient in that line of work, he secured a contract in 1874 to survey the Yakima Indian Reservation. Upon completing, his work, some complication arose in regard to the payment therefore, necessitating his going to Washington, District Columbia, in 1875, where he passed the winter in securing a settlement.



Returning to Seattle, he then accepted the position of mate on the steamer Zephyr, owned by his brother, and engaged in the passenger service between Seattle and Olympia. In the fall of 1877 he was made captain of the vessel, in 1881 became part owner, and in 1883 sole owner. He continued running the steamer until June, 1887, when he sold out. He had conducted a large and profitable business, and through the judicious investment of his profits he laid the foundation of his handsome fortune.

One of the most fortunate investments Captain Ballard made was in 1883, when he associated himself with Judge Thomas

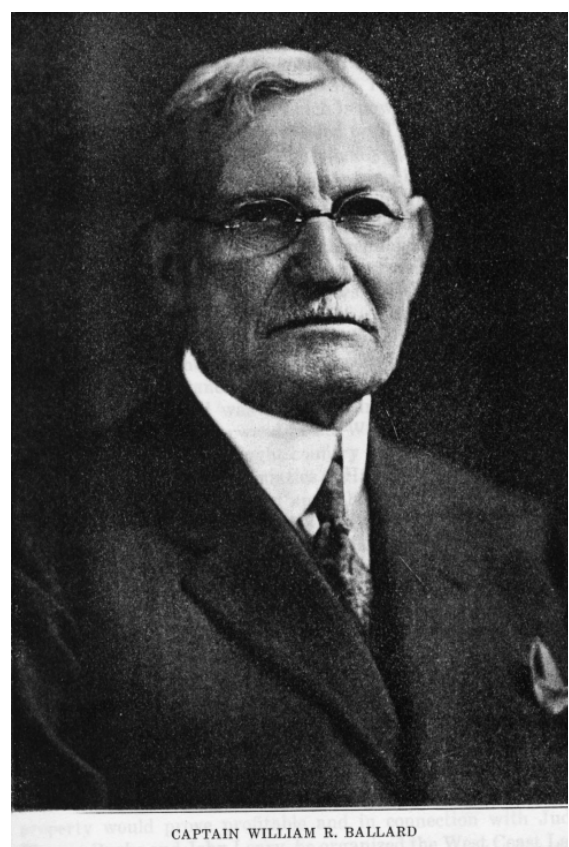


Figure 7 William Rankin Ballard

Burke and John Leary in the purchase of 700 acres of land bordering on Salmon Bay, upon which is now located that prosperous suburb of Seattle known as Ballard. In 1877 they organized the West Coast Improvement Company, Captain Ballard becoming vice president and manager, and they began clearing the above tract, and in 1880 placed it upon the market, with the town site platted and subdivided. Through the judicious subsidizing of manufactories and milling interests, they have established a prosperous manufacturing community of some 2,500 population. The work incident to the management of this company has largely occupied his time and attention up to the present, though he has been active in other directions.

He was one of the organizers of the Seattle National Bank, which began business in February, 1890, with a capital of \$250,000, of which he has since been vice president and manager. This banking company has erected on the corner of South Second Street and Yesler Avenue a six-story stone and brick building, one of the finest bank buildings on the Pacific coast. He is

also president of the Seattle Savings Bank and the First National Bank, of Waterville, and is one of the directors of the North End Bank, Seattle, and the Fairhaven National Bank. Captain Ballard is also vice president of the West Street and North End Electric Railway Company, and a large stockholder and director of the Terminal Railway and Elevator Company.

He was married in Seattle in 1882, to Miss Estella Thorndyke, of Maine. They had five children, one son, Stanly, being the survivor.

Captain Ballard affiliates with the F. & A. M. In business affairs of Seattle he occupies a position of prominence and responsibility. Being a man of excellent judgment, progressive in his ideas, and of great public spirit; he is justly conceded to be among the foremost of Seattle's most successful men.

From "History of Seattle,"^{iv} **1916.**

Captain William Rankin Ballard, a resident of the Pacific northwest from the age of eleven, was long numbered among the prominent and honored citizens of Seattle, where he passed away in February, 1929, in the eighty-second year of his age. His personal characteristics were such as won him the respect and the love of all with whom he came in contact and no man was better known among the city's early settlers.

His birth occurred at Perrysburg, Ohio, on the 12th of August, 1847, his parents being Dr. Levi and Phoebe A. (McConnell) Ballard, the former born in Hillsboro county, New Hampshire, December 21, 1815. The Ballards are of English ancestry and the family was early established on American soil, representatives of the name being respected and influential residents of the Granite state for many years. In early manhood Dr. Levi Ballard went to New Jersey, where he began reading medicine,

and later completed his preparation for the profession by graduation from the Cleveland Medical College of Cleveland, Ohio, with the class of 1844. The same year, in Richland County, Ohio, he wedded Miss Phoebe A. McConnell, and there they established their home, Dr. Ballard devoting his attention to medical practice. After a happy married life of about six years his wife passed away, leaving two sons, Irving and William Rankin. The former became an attorney of King county, Washington, and died in 1880. In 1852 Dr. Ballard made the overland trip to California, but after a few months spent on the Pacific coast he returned by way of the Isthmus route to the east. He again crossed the plains in 1854, but in that year Oregon was his destination. He became a factor in the pioneer life of the state and served as surgeon of a regiment of volunteers during the Indian war. In 1857 he went to the east by way of the Isthmus of Panama and wedded Miss Mary E. Condit. He brought his wife and two sons, born of his first marriage, to Oregon in 1858 and engaged in the practice of medicine and surgery at Roseburg for seven years, removing in 1865 to a tract of eighty acres of land, on which is now located the town of Auburn, Washington, where he resided until his death. He had attained the venerable age of eighty-one years when he passed away on the 12th of January, 1897, leaving behind him an untarnished record for honor, integrity and usefulness. His religious faith was indicated by his membership in the Presbyterian Church, and in politics he was a staunch republican. A contemporary biographer said of him: "In pioneer times he experienced- all of the hardships and made the sacrifices necessary in connection with professional work on the frontier. But in all of his practice he was actuated by a spirit of broad humanitarianism and many there were who had reason to bless his memory for his timely and able assistance."

William R. Ballard was a student in Umpqua Academy at Wilbur, Oregon, and afterward in the Washington State University, following which he taught country school for four years in King, Pierce and Thurston counties. Having given special study to civil engineering, he entered upon the practice of that profession, and as a deputy United States government surveyor he spent six years in laying out the Yakima Indian reservation into forty acres tracts. He began his maritime career in the summer of 1876, when he became a mate on the steamer Zephyr, which was owned by his brother, and sailed between Olympia and Seattle. In 1877 he became its captain and in 1881 purchased an interest in the vessel, his partners being George Harris and John Leary. After five years he purchased the interest of his associates and continued in command until 1887, when he sold his ship. Under Captain Ballard's management the vessel became very popular and made larger earnings than any other local steamer then plying on the Sound. It was while making the Sound trips that Captain Ballard became convinced that large investments in Seattle property would prove profitable, and in connection with Judge Thomas Burke and John Leary, he organized the West Coast Land Company and purchased, in 1883, seven hundred acres of land on Salmon Bay, which is now the Ballard district of Seattle, named in his honor. He subdivided the property and from time to time sold lots, realizing a handsome return on his investment, the property being purchased for a few dollars per acre, while today it is worth many millions. Captain Ballard managed and controlled the affairs of the company in handling the property and from his efforts resulted the notable and gratifying success which came to him and his associates.

Captain Ballard also figured prominently in financial circles and in other business

connections in Seattle. He became one of the organizers of the Seattle National Bank, in 1889, with a capital stock of two hundred and fifty thousand dollars. He was elected its vice president and his keen business judgment and enterprise proved important factors in the successful management of the institution. The company erected a six-story bank building, one of the finest of the kind in the northwest, and for three years Mr. Ballard remained as an officer of the bank. He was also one of the organizers of the Seattle Savings Bank and continued as its president until 1897. Moreover, he was president of the First National Bank of Waterville, Washington, and was one of the directors of the North End Bank of Seattle and the Fairhaven National Bank. In the organization of the, West Street and North End Electric Railway Company, he took a helpful part, purchasing much of the stock, and became vice president of the company. He likewise held considerable stock in the Terminal Railway & Elevator Company, of which he was a director, and his business activities were ever of a nature that contributed much to the city's improvement and upbuilding along material lines. For several years prior to his death he lived retired from active business but gave a great deal of his time to philanthropic work, in which he was very deeply interested. He aided in founding Whitworth College at Spokane, gave annual scholarship prizes and in fact was one of the most liberal donors to the institution. He served as president of the board of trustees of the Samuel and Jessie Kenney Presbyterian Home for the Aged, taking over its management following the death of Mr. and Mrs. Kenney and giving much time to the advancement of this worthy project.

On the 12th of November, 1882, Captain Ballard was united in marriage to Miss Estelle Thorndike, a native of Rockland, Maine, and a daughter of Captain

Eben Thorndike, for thirty-two years a shipmaster of Thomaston, Maine. Captain and Mrs. Ballard became parents of five children, four of whom died in infancy. The surviving son, Stanley, was married in 1914 to Miss Ruth Mary Gilmore of Seattle and they have two sons, William Rankin and David Kirkman.

At the polls Captain Ballard supported the men and measures of the republican party, believing firmly in its principles as factors in good government. He was a valued member of the First Presbyterian church, of which he served as an elder for many years, and was a worthy exemplar of the teachings and purposes of the Masonic fraternity, having joined St. John's Lodge, F. & A. M., of Seattle in 1871. His name was likewise on the membership roll of the Arctic Club. It was written of him while he was still an active factor in the world's work: "His interests have never centered along a single line, but have reached out to those activities which have most to do with the material welfare of Seattle and with its intellectual, social and moral progress. His life is well balanced and his is a well-rounded character. To meet him one is at once impressed with his power and resourcefulness, and yet he never boasts of his own accomplishments and is Inclined more to modesty than self-praise." His life was an upright and honorable one in every relation and his memory remains as a blessed benediction to the many who knew and loved him.

William T. Ballou **(-1878)**

(No Permission for this Biography)

Billy Ballou

Ballou's Express: The Man Who Never Failed to Deliver

The name has tended to fade in memory; after all it is hard to beat the charisma of the famous Francis Barnard. Yet Billy Ballou deserves distinction, not as a result of his personality, more for the forethought that he possessed. Beginning operations in June of 1858 Ballou was the first to offer an express service to British Columbians.

Born in the Deep South of the United States, 1 described as "a wild waif of French descent" 2 he operated the biggest express on the mainland of British Columbia for three years. He established agents in various localities including Yale, Victoria, New Westminster and San Francisco. He sent messages via steamboats, canoes, mule trains and backpacking. Ballou was a man of keen sense, judging that what the miners most desperately longed for was news from areas where civilization existed. As a result Billy made the majority of his money through supplying the miners with newspapers.

Ballou built a reputation for himself as a man who always delivered, no matter the weather conditions, seasons, or terrains. Chartres Brew, chief inspector of police and assistant gold commissioner in Yale wrote that "the merchants rather send their letters to Bellois (Ballou's) Express at the cost of 50c than put it in the post (office) at the cost of 5c and remain in certainty when it would reach its destination. "He also set up unique business arrangements with the government and the miners alike. Offering to transport official mail for the government at minimum cost put him in favour with the officials. For the miners he supplied them with any commodity they may have requested from him, from a new pair of pants to boots. Ballou would secure the commodity for the miner and charge him only the cost of the product and the regular freight charge. This arrangement worked well for the miners and

saved them many trips that would have proved more costly otherwise.

Being amongst the first people to hear of gold in B.C. by the discoverer of it, he headed to B.C. resolving to not miss out on opportunity as he had with the rush of '49. Determining that the express business was feasible he sold his interest in San Francisco and moved to B.C. He successfully operated his express service and overcame a number of competitors in the field until the arrival of Barnard's Express. Barnard began poking his nose into the express business in 1861, and a year later he was a formidable threat and had formed an agreement with Dietz & Nelson. Shortly after Barnard secured the mail contract, Ballou gracefully bowed out of the competition, selling his shares to Dietz & Nelson.

Billy moved back to California and little mention of his name is heard after that. He possibly had a wife in San Francisco around 1866. "When BX was at the height of its expansion, a Seattle newspaper reported that British Columbia's first expressman, William T. Ballou, had died in his hotel room, broken in health and in purse."

Written by Darla Dickenson, edited by Irene Bjerky

1 A.C. Milliken "Billy Ballou: The Forgotten Expressman" The Best of Canada West. Langley; Stagecoach Publishing Co. Ltd, 1980, pgs 41-2

2 Waite, Don. "Illustrated Tales of the Fraser Canyon"

3 Hutchison, Bruce, "The Fraser", pp. 76-77

4 Personal Correspondence, Chartres Brew to Colonel Moody, Feb. 20, 1859. From A.C. Milliken "Billy Ballou: The Forgotten Expressman" The Best of Canada West. Langley; Stagecoach Publishing Co. Ltd, 1980, pgs 41-2

Amherst Willoughby Barber (1841-1920)

**From: Find A Grave Website,
www.findagrave.com.**

Birth: July 4, 1841
Cambridge
Lamoille County
Vermont
Death: May 19, 1920
Washington
District of Columbia
District of Columbia, USA

Company A, 41st Wisconsin Infantry, civil War. Son of Giles Addison Barber (1803-1879) and Maria Green Barber (1807-?). After the war he served as a surveyor for the Government Land Office and was also a clerk in the Treasury Department from 1877 to 1879. In 1880 he was living in Yankton, South Dakota, where he was county superintendent. Author of "The European Law of Torture: published in The Popular Science Monthly, 1894. Husband of Velma Winship Sylvester Barber (1853-1936). Father of Victor Barber (b. Jul 1877, Dakota Territory), Herbert S. Barber b. 12 April 1882, South Dakota) and Clara Velma Barber (b. 8 October 1884, Yankton, South Dakota).

Burial: Arlington National Cemetery
Arlington
Arlington County
Virginia, USA
Plot: Section 13, Site 5484-6

From: "Executive Documents of the House of Representatives for the Second Session of the Forty-Ninth Congress". 1886-87, Volume

IX, Government Printing Office, 1887.

The following letter from Amherst W. Barber, a contracting deputy surveyor, details the manner in which surveys were executed in Colorado:

“Yankton, Dak., May 18, 1886. Hon.
Wm. A. J. Sparks,
Commissioner, Washington, D. C.:

Dear Sir: I respectfully entreat your careful attention to my appeal for justice and speedy action by your department in the matter of surveys done by me last spring and summer in Colorado.

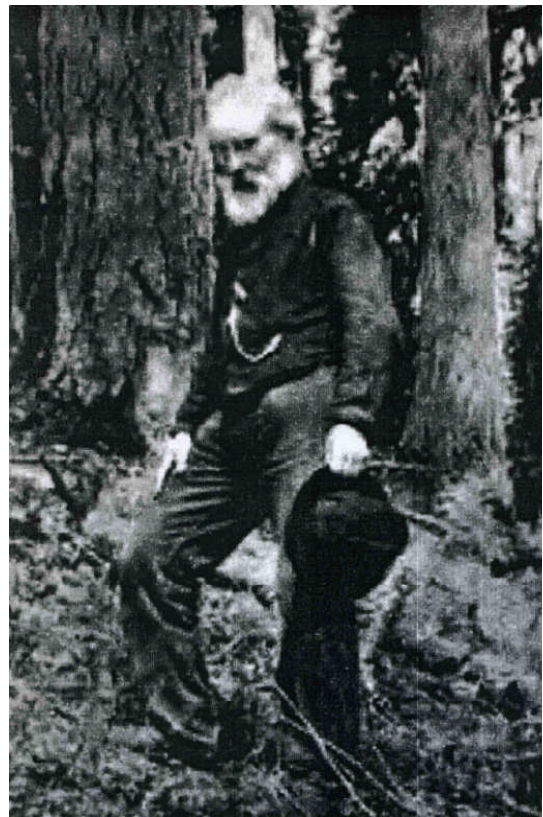
These are some of the facts: I am a surveyor who resides in Yankton, Dak. At the request of friends in Colorado I applied for work at the Denver office, and received a commission from Surveyor-General Meldrum, which is still in force. I received a contract (No. 710, I think) to subdivide only two townships (one special deposit) and entered on the work. I expected other townships, and a second contract was made out, but when I saw their mountainous and difficult appearance I withdrew my proposal.

Field-notes of the exterior boundaries were given me, and I was charged to describe all monuments I found thereon. I surveyed one township, finding the exteriors all right but two miles, and those I had to resurvey. It was in a hilly agricultural region.

But the second township was very, mountainous (T13S R90W, 6th P. M.). I beg you to read in my field-notes the great difficulties, hardships, and expense I met in trying to find the exterior lines. I was enabled to find the monument at the southwest corner of the township, but after many days search with my five men. I was unable to find monuments of more than four miles of the south boundary, and I have made oath to the fact that I believe said line never was run and marked more than that four miles.

The east boundary also I was unable to find at all, and its topography was mostly wrong. The western boundary I traced one mile, up a great cliff and nearly to a mountain top; but beyond the stone marking that one mile there were no marks whatever, and its topography was wholly wrong the other five miles.

On the north boundary I also was unable to find any signs that mankind had ever scaled those peaks or crossed those mesas, and the topography of the old notes was wholly wrong. For instance, the old notes gave "Big Muddy Creek 25 lks. wide," about midway of the north line, where there is only a dry mesa 9,000 feet high, while Big Muddy Creek really lies five miles farther east.



In my trouble I asked the nearest settlers, and they said that Ashley, the

former surveyor, was up on those lines only a very few days, and they always doubted that he ran them very far. They also told me that he was attended on his brief trip by the inspector, Harry Allen, and a saloon-keeper from the nearest railroad town; also that said inspector was usually drunk.

Therefore I was absolutely bound by my instructions, my contract, and my bond to report things as I found them and to proceed to run the exterior lines. I did this to the best of my ability, and it cost me a great deal to do it. I spent some six weeks with an ample crew in doing that township and searching for mythical corners.

I have since learned from my neighbor, Deputy Chas. H. Bates, how a Colorado surveyor told him such frauds were carried on, how they got the topography for their false notes by scaling the large maps of the Geological Survey, and I have many reasons to believe that my work detected a swindle of precisely that sort.

I can also prove by my crew that nearly all the monuments I did find on the south boundary were wholly different from the descriptions given thereof, as when looking to find a stone corner and stone mound, with no trees in 3 chains, I only found » blazed oak tree marked one-fourth in a dense thicket of trees. All these constant discrepancies you may find in my notes, with very full notes of the real topography where Ashley noted none at all. In nearly all cases he used the words "no trees within 3 chs.," while there were usually trees to witness the corners.

I got a sight of the original field-notes put in by Ashley, and I desire you to know that every page was chiefly stamped by a cheap rubber stamp and purple aniline ink, with blanks in which figures were inserted, and omitting all topography except in rare cases. Those notes were made in the most careless and labor-saving manner, and are essentially false in many particulars.

When I returned to Denver, poor, worn out, and sick from the hardest toil I had ever known, I reported my predicament verbally before completing my notes. The chief clerks were very uneasy, and Deputy Ashley was repeatedly sent for, but Ashley wouldn't go to the office. I desired to meet him and hear his account. At last I found him in his favorite whisky den, got him out, and had a short talk. He made no denial or question of my position in regard to how I had found his work, and finally said to me: "Oh, well, you probably know how those things are done as well as I do." He and his chum, Inspector Harry Allen, were together at the saloon door. He told me he was "a Teller man," asked me to go in and drink, and offered to do what he could to help me in my difficulty—and I never saw or heard from Mr. Ashley any more.

In my notes I fully reported how I found the lines and re-ran them; and I had a right to expect my pay for the whole (subdivision and town lines), according to contract. But after weary months of waiting and borrowing money to support my family, because of my losses from undertaking the work, I learned that there is small chance of receiving justice; that because I have fearlessly reported these frauds the department will subject me to suspicion and to endless delay and expense before paying me. I learn from Denver that the issue between Ashley and me must await an inspection.

Now the Denver office has been extremely anxious to hush up this matter and protect its former corrupt deputies and clerks; and hence I mistrust they would gladly sacrifice me and my reputation (being a transient person among them) to prevent any exposure of the extensive frauds of the past. Hence I am very suspicious that an apparently fair inspection of our lines will be only a "put up job" in the hands of some one of that ring designed to vindicate Ashley's work and destroy mine.

On this point I plead for fair treatment. Do not let the Denver office send some

such drunken worthless tool of rascality as some they have heretofore used to cover up bad work I had to expose by ruining me. If I must still wait for inspection, at least let it be done by an honest man from outside of that ring, and without their interference. I am too poor to go there again for nothing, yet the Ashleys may attend and manage the inspection or they may already have tampered with the lines.

It seems hard to be kept from a few hundred dollars that were earned twice over by very hard work at ruinously low rates, aggravated by previous frauds of others. Why not pay my account! Your department, by thus punishing those who report honestly in the field, seems to offer a reward for concealing any frauds we may discover.

You have the sworn evidence of myself and party, proving that hours and days of diligent search were wasted in vain, and that most of his pretended corners had no existence. There is only one township in dispute. It would only be a simple act of justice for you to examine my very full and accurate field-cotes and audit my account at once. I cannot afford another ruinously expensive trip to western Colorado on a matter of only two townships.

I am no politician, nor acquainted with any politician or official of Colorado. I did my sworn duty in running those town-lines and reporting the truth" when Denver parties not wholly unconnected with the department desired me to falsify my notes, so as to cover up the fraud. For this I am kept out of my meager pay, and I fear that the schemers that have the official ear in Denver will compass my final defeat.

The special-deposit money was borrowed by certain settlers who can ill afford their part of the loss and delay. The Government holds it and refuses to act. The deposit certificates are only worth about 65 per cent. The settlers lose the remainder, because, their lands being in the reservation, they are unjustly

prevented from using their certificates to pay for their lands and are forced to sell at a loss of about \$150 each. Thus every one connected with this survey (except the former swindlers) suffers delay, loss, and injury from the delays and severe rules of your department.

If the honorable Commissioner will assist me in any way to a just and speedy settlement of my account I shall be most grateful.

I remain, sir, most respectfully, yours,

AMHERST W. BARBER, United
States Deputy Surveyor for Colorado"

By Jerry Olson

There were three or four Ashleys surveying in Colorado in 1884-1886. DeKalb Ashley received a contract in 1884, and Eli Ashley received one in 1885. John Ashley was the County Surveyor of Arapaho County from 1884-86, and John also was in the Colorado State Legislature from 1884-86, before he came to Spokane.

In 1892 DeKalb Ashley was working in the Spokane County, Washington, Surveyor's office at the time John Ashley was the County Surveyor. After failure to correct a survey, DeKalb was debarred from further work in Washington and returned to Colorado. John was partners with Harry A. Clarke in an engineering business in Spokane, and was compassman for Clarke's GLO contract on the Yakima Indian Reservation in Washington. Clarke bribed a State Senator in Washington and was the attorney for some of the Benson Syndicate surveyors.

John or DeKalb have not been determined to have performed surveys under the Benson Syndicate in Washington. William Henry Ashley, the father to John and Eli was a U. S. Deputy Surveyor in Colorado from 1861-1880. His brother John K. was a doctor in Indiana and the father of Dekalb. Eli was

also a Clerk in the Surveyor General's office in 1880. According to the Colorado Office of BLM, the township exteriors referred to here by Barber were surveyed by Eli Ashley.

Louis Philo Beach (1831-1873)

**From: Ancestry.com
Added by 2fletcher on 2 Jul 2008**

From Jean Campbell, written in 1975 and dedicated to Lizzie Corner which was her mother-in-law.

"Louis left Missouri in 1949 to join in the Gold Rush in California. He was 18 years old, had a horse, a large knife and a pair of pistols made by E. N. Bearden of Springfield. The guns are believed to be in a museum in California. Someone said he gave the guns to John Sutter when he (Louis) left California for the Washington Territory. In Washington Territory he became Surveyor General of the Territory and held this job until his death in 1873. He never returned to Missouri and never married."

From: History of Washington, Idaho, and Montana. By Hugh Bancroft and Frances Fuller Victor.

Beach was from Seneca Falls, N. Y. He came to the Pacific coast in the early days of gold-mining, and to Puget Sound in 1861, where he had followed logging, printing, farming, and surveying at different times, being an industrious and able man. He died on returning from a visit to Washington city in the spring of 1873, of

pleuro-pneumonia, Olympia Wash Standard, May 3, 1873.

Ernst Carl Bechly (1872-1954)

**From: Sheboygan Press (Sheboygan, Wisconsin), 1951, January 25, page 7.
(from museum.bmi.net)**

Former Sheboygan Man Makes Headline On Western Coast

A name well-known to many of Sheboygan's old-timers made the headlines in the state of Washington recently when Ernst Bechly retired after 47 years as the Lewis County, Washington, engineer.

Ernst C. Bechly was born in Sheboygan on July 24, 1872, a son of this city's pioneer businessmen. His grandfather, Friederich Bechly, had brought his family to America in the late 1840's, and shortly after arriving in New York, the family made the trek to a little village on the shores of Lake Michigan in the new state of Wisconsin.

Grandfather Bechly established himself as a cutler, a maker of knives, and soon became known as the "Tenacresmith" since he owned 10 acres of land and was a smith.

Ernst Bechly's father, Charles, didn't follow the trade of his fathers, and operated a cigar store on the corner of Eighth Street and Pennsylvania Avenue instead of making cutlery. Anson W. Higby, 1508 Indiana avenue, who brought the above story to the attention of the Sheboygan Press, said he remembers well the huge cigar store Indian that used to stand glaring at all passers-by in front of the Charles Bechly Cigar Store prior to the turn of the century.

The family left Sheboygan in 1891 because of the senior Bechly's health, and

traveled by immigrant train through Canada to the state of Washington. They settled in Chehalis, Washington, where the family still lives.

Young Ernst Bechly was 19 years of age when the family moved to the West, and he went to work in a furniture company there for 75 cents per day. In 1903 he accepted a position with the county surveyor's office and he remained with the engineering department of Lewis County until his recent retirement.

In the history of the Bechly family, as related by Ernst Bechly to the Chehalis Advocate, Chehalis, Washington, the origin of the family name is established as being French. Mr. Higby stated that when the Bechly's lived in Sheboygan everyone thought it was a German name.

The family had come to America from Uckermark, Germany, but according to the family history, the Bechly family originally lived in Ursebach, Switzerland, on the French border. At that time the name was spelled the same as it is today. It was in 169? that the Bechly clan moved to Germany due to a religious upheaval in their Swiss village.

George H. Belden

(-)

From: "David D. Clarke, Narratives of a Surveyor and Engineer in the Pacific Northwest, 1864-1920."^v

George H. Belden who succeeded Mr. Burrage as City Surveyor in 1867, I

met only a few times and know nothing of his early history. He was a man of middle age and I think educated as an Engineer. I first knew of him as the Engineer in charge of the construction of the blast furnace at Oswego erected in 1866 by the Oregon Iron and Steel Co. or its progenitor, for the purpose of reducing the low grade iron ore uncovered in the hills bordering the North side of Oswego Lake. The experiment was abandoned after a short trial. The old stack can still be seen on the river side of the highway bridge crossing Oswego Creek. Mr. Belden was kind enough to offer me a position as his assistant when he succeeded Mr. Burrage, an offer which I perhaps unwisely declined, and the next year he aided me in securing employment in the U. S. Engineer party engaged upon the Upper Columbia surveys.

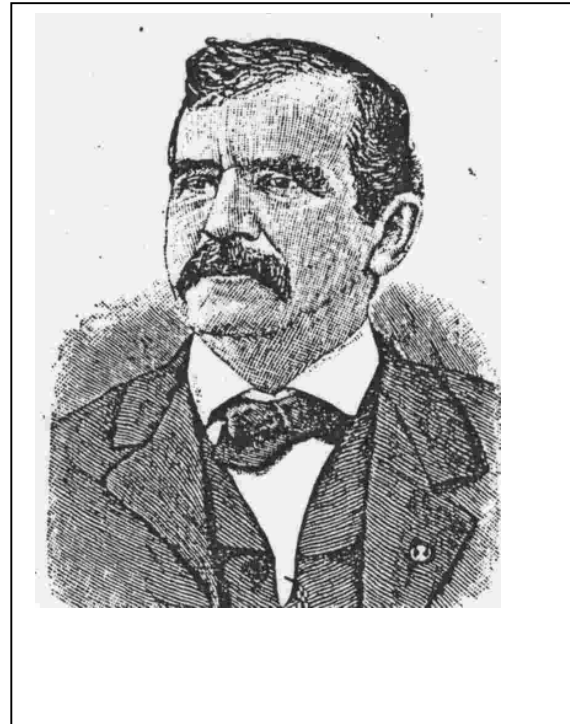
I have often speculated upon the probable effect upon my personal fortunes had my sense of loyalty to Mr. Burrage not prevented my acceptance of Mr. Belden's offer to serve under him as Assistant City Surveyor. He was more of a "pushing" type of a man than Mr. Burrage and no doubt would have pushed me faster than Mr. Burrage did but I might not have been able to meet the situation: "Quien Sabe".

James Tate Berry

(1833-1891)

From "Prominent Men of Chehalis"

Capt. James T. Berry, Mayor of Chehalis, was born March 13, 1833, -on a farm near Fulton, Calloway county, Missouri. With his parents he moved to Osage county, Mo., in 1835, where he attended common



school until 1851, when he went to Westminster College, Fulton, and took an irregular course, leaving college in 1855. He had in the meantime been thoroughly educated and trained for civil engineering, and upon his return to Osage county was elected to the office of county surveyor, which office he held successfully until the breaking out of the war, when he enlisted in the three months' service, and afterward in the 26th Missouri as private, serving until January 12, 1865, when he was mustered out as first lieutenant. He then enlisted in the service of the state as first lieutenant of Osage and Maries County Rangers, being discharged July 12, 1865, as captain.

Captain Berry served in the army of the Tennessee through most of the notable battles of the war, and had sufficient fighting to satisfy him very comfortably since, After the war he taught as principal in the Osage county schools, until his removal to the

Klickitat prairie, Washington Territory, in April, 1872, taking a claim there, afterward engaging on government contracts, and has since been United States deputy surveyor. He lived on Klickitat prairie until 1877, when he moved to Chehalis, establishing an office here. He was elected county surveyor for a term in the '70s, and mayor of Chehalis in April, 1889; is a Republican, and has been a member of the Masonic fraternity for thirty five years. Captain Berry was married in March 26th, 1856, in Marks county, Missouri, and has three children. His two sons, John F. and Timothy R. Berry, are both civil engineers, and are associated with him in business.

Samuel H. Berry (1829-)

From "History of Washington":

Newland Berry & Co. are real-estate dealers, insurance brokers, surveyors and conveyancers of legal documents at Chehalis, Washington. The two members of the above firm are: J. T. Newland, City Treasurer;



Figure 11 Samuel H. Berry, Journal of the State Constitutional Convention 1889, B. P. Rosenow, Seattle, 1962

S. H. Berry, land agent; and A. Rainey, Notary Public. This well known bureau was first established in 1883, under the style of Berry Brothers. Captain James T. Berry, now deceased, being the senior and leading member. The latter was one of the most prominent and progressive men of the city where he resided from 1872 until the time of his demise. He was a civil engineer by occupation, served as County Surveyor, and also filled the city's civic chair in 1889. The present firm was established in 1892, and they do a general real-estate business, handling some of the choicest land in Lewis and adjoining countries; also buy and sell city property, locate loans, pay taxes, take charge of property for non-residents and represent a large number of the best fire companies.

Samuel H. Berry as born in Osage County, Missouri, August 22, 1849, a son of John and Margaret (Galbreath) Berry, natives of Kentucky, and both descendants of colonial settlers. Captain John Berry, the father of our subject, was a soldier in the famous Black Hawk war, and the family were a well known and influential one in Kentucky during the latter part of the seventeenth century. Grandfather Richard Berry partially reared the mother of our illustrious and martyred President, Abraham Lincoln. Captain John Berry was a Missouri pioneer of 1833, and his death occurred in 1853. His wife survived until 1872, when she also passed to the higher life.

Samuel H. Berry was reared and educated in his native State, where he was engaged in teaching many years, and during that time also made civil engineering a special study. In 1872 he was elected County Surveyor of Osage County, and in 1876 was again elected to that office. In May, 1881, he came to Chehalis, Washington, on a Government survey, in which he was employed three years, although in 1882 he was elected County Surveyor for a term of

two years. Mr. Berry also followed teaching in the county; in 1884 was elected County Auditor, re-elected in 1886; in 1889 was a member of the Constitutional Convention, and in 1888 was also appointed Chief Clerk in the Surveyor General's Office.

Politically, Mr. Berry affiliates with the progressive wing of the Democratic party, and socially holds a membership in the Encampment degree of the I. O. O. F. of which he has been District Deputy Grand Master, and is also District Deputy of the A. O. U. W.

December 24, 1872, he was united in marriage to Miss Ida B. Rainey, a native of Missouri, and a daughter of Dr. L. Rainey, an early pioneer of North Carolina and Missouri. Mr. And Mrs. Berry have had three children: Maggie Isabel (deceased), Maud P. and John L.

Thomas Frank Berry (1819-1866)

From: "A Historical and Biographical Study of the Descendents of Thomas F. Berry, 1819-1866, by Lawrence W. Berry, October 20, 1960."vi

There is evidence that the Thomas F. Berry family lived in at least four counties in the State of Indiana. These were: Clark, Crawford, Morgan and Shelby.

The ancestral home in Clark County was on the bank of the Ohio River, not too far from Bethlehem, Indiana, at a spot known in the early days as "Berry's Landing". (Martha Jane Berry relates that captains of river boats were known to sing out in the night over a megaphone "Yo Ho, Berry", and when Grandfather Berry replied to this call, he would be asked for needed

information for directions, or where to leave supplies at the various river landings.

Two or possibly three of the Berry children were born down river in Crawford County. Louis Philip Berry stated that he was born at Leavenworth, and George T. Berry, in a brief sketch of his life, states, "(he) was born near the city of Indianapolis, on July 17, 1844".

The struggle for survival was hard, and there was never more than just enough food for a bare subsistence. With the restless hope that the soil would be more fertile and living conditions easier, the family moved north to Morgan County.

The farm in Morgan County was approximately 33 miles southwest of the capitol of Indiana, while the farm in Shelby County, where the family next lived, was between 15 and 20 miles southeast of Indianapolis. An I.O.U., dated Nov. 2, 1848, made out to Thomas Berry, gives the post office as Pleasant View, Indiana. This place and date offers a definite time for his being in Shelby County.

Finally comes the first evidence of a settled community life. The entire family joined the Methodist Church in Shelbyville, and there were box suppers and school house debates. (One of the subjects up for debate was: "Resolved, that there is more pleasure in the pursuit of romance than in its attainment.")

The two main reasons for the decision to cross the plains to the Pacific Northwest were economic and religious. Both of these motives entered into the family's prolonged discussions. Always there was the hope for betterment. Seven children had been born, of whom one had died. A complaint known as ague was enervating some members of the family. (This could more properly be interpreted as malaria, since the father felt that his children would be better off away from the unhealthy soils and marshes.)

As an added incentive, copies of The Christian Advocate were telling of the need for settlers in the Oregon Territory. The thrilling story of Dr. Marcus Whitman taking wagons all the way to Fort Boise was repeated from many pulpits. The element of adventure was irresistible and possibly Thomas F. Berry thought in his heart, "I want to live where Marcus Whitman lives. I will go where he is."

Two wagons with six children and extra oxen for relief, driven by T.F. Berry and Mr. Dilts, left Shelbyville, Indiana, in April, 1853, and reached Tumwater on Puget Sound, on September 20th of that year.

FINDING A RECORD OF THE JOURNEY

(Perhaps the high point in the preparation of this genealogy was the discovery of the name T. F. Berry in "The Journal of Patterson F. Luark". Until this discovery was made, it was not known whether or not a written record existed of the trip across the plains made by T. F. Berry and his family. All of the quotes taken from this journal are copies from Herndon Smith's book, "Centralia - - The First Fifty Years ", published by the Daily Chronicle and F.H. Cole Printing Company, Centralia, Washington.

Much indebtedness is owed to Herndon Smith, the former teacher in the high school at Centralia, Washington, for enlightenment on the statistics of the number of persons traveling over the Oregon Trail, during the season of 1853. Miss Herndon quotes, for instance, from Volume One of the "Luark Journal", dated Thursday, May 19th: "There had already passed on the southern side of the Plat this season (besides what had passed on the north side) and before us, 1360 wagons, 450 head of cattle, 1754 horses, 742 families, 3344 men, 905 women, and 1207 children". This was at Fort Kearney. At

North Platte, on June 13, 1853, was written, "Here I learned that 905 wagons had already crossed this season".

Granting that the larger proportion of these wagons turned southwest at Fort Bridger, it would seem that there was almost a steady caravan of wagons and teams on the Oregon Trail throughout the summer of '53.

Following are excerpts from Patterson Luark's journal:

"Tuesday, August 9 - got in company of T. F. Berry and Mrs Dilts today.

"Thursday, August 11 - Eighteen miles today brought us four miles into the Grande Ronde Valley. This is a beautiful valley, partly surrounded by mountains covered with yellow and other pine and fir, and etc.

"Saturday, August 13 - Ten miles today in the mountains and camped on a ridge guarding stock in the valley to the left. There is water and lots of wolves.

"Monday, August 15 - Eight miles again and we emerged again into the open country (Emigrant Hill). Eight miles more and camped on the Umatilla River, here where the road to Walla Walla leads off.

"Tuesday, August 18 - Twenty miles today. Left the river (Umatilla) at the Indian Agency and passed fifteen miles of sandy road to Butler Creek. Good Camp. About sixty wagons on creek tonight.

"Monday, August 29 - Passed the famous Barlows Gate and commenced to ascend the mountains. Here I came very near losing my wagons and mules and myself over a precipice.

"Saturday, September 3 - Traveled one and one-half miles to foot of Black Bone, in climbing of which we left another ox. Working the wheel mules, hitching on two yoke of oxen at hills; and at steep ones, doubling teams. Twelve (miles) thence to brow of Soap Hill, a dangerous place when wet. Took our wagons down by hand. Hundreds of logs lay around towards the foot of this hill, that have been hitched

behind wheels of wagons descending. This hill was so slick that the teams could not walk down in the track.

"Wednesday, September 7 - Two miles east of Portland. Here we fed wild hay at 75 cents per hundred until the 12th (Sept.). Glad to rest a little.

Friday, September 9 - Today Berry and Dilts went to Portland with William Cock, Esq., to make arrangement for going to Monticello in a barge of Henry Windsor's. I went to Oregon City on business.

"Monday, September 12 - I sold my ox wagon for 89 dollars. The freight and storage on the same was 30 dollars. After putting our things aboard, the families in care of Dilts, I and Berry returned to stock.

"Tuesday, September 13 - Took our stock out of pasture at Sangs. Cost me 2 dollars Drove to Switslers, Berry going ahead to make contact for ferriage.

"Friday, September 16 - Traveled twenty miles, swimming stock over Vancouver slough, and stayed in a house on the banks of the Lewis River, leaving stock on opposite side.

"Monday, September 19 - In the afternoon we swam and ferried the cows, and camped opposite Monticello (Longview) and went over and stayed with our families all night.

"Tuesday, September 20 - Started up the Cowlitz River and camped nearly opposite the boat with our families in it. "Thursday, September 22 - Drove out to Cowlitz Prairie and united our families.

"Saturday, September 24 - About nine o'clock our goods landed and I found myself in debt for the passage (shipment costs) \$65.

The constant scarcity of money during the trip made it necessary to establish credit. When T. F. Berry ran out of money near the city of Portland, he took his Masonic Apron, which he carried in a metal tube, and looked up certain Brother Masons in that city. From them he received a loan of two

hundred dollars. T. F. Berry remained in good standing with the Masons, for there is in extend, paid-up receipts of his membership in the Olympia Lodge of A. F. and A. M..

According to the Luark Journal, that party consisted of the father, Patterson F. Luark, a brother Michael F., a teenage son, Matyiellus, and three younger children. Since this party started on the Oregon Trail from St. Joe, Missouri, as did that of Thomas. F. Berry, attention should be called to their approximate time of starting and the huge number of wagons counted on the way west.

The Luark's were in St Joe on April 25, 1853. From that city, they traveled up the left bank of the Missouri River approximately 26 miles, to a crossing called "Wolf River". Here reference is made by Mr. Luark to his use of "Walter's Guide", which emigrants in that day used to refer them to conditions on the road and various watering and feeding stops.

The Oregon Trail was essentially a wagon route paralleling a series of rivers and streams. When the relationship of these various rivers is studied on a topographical map, it will become apparent how dependant the emigrants were on the sources of water supply which the following rivers afforded: the Missouri, Big Blue, Platte, Sweetwater, Big Sandy, Green, Bear, Snake, Boise, Grande Ronde, Umatilla, Columbia, Cowlitz and Des Chutes. These fourteen rivers designated the route of the Oregon Trail.

THE DONATION CLAIM

The granting of land to settlers was based upon an act of Congress, approved September 27, 1850, entitled: "An Act to Create the Office of Surveyor General of the Public Lands in Oregon, and to Make Donations to Settlers of the Said Public Lands".

Study of the records of the former General Land Office, now in the National Archives, reveals that Washington Donation Certificate 178, was issued to Thomas F. Berry, II. . . all in Township 18 north, range 2 west". Thomas F. Berry moved onto his claim on May 1, 1854, and remained until 1864.

In order to properly qualify for two quarter sections of land, he addressed a letter to the Registrar of the Land Office, Olympia, W.T., under the date of February 3, 1861, making the following request: "Sirs: you are requested to divide our donation land claim as follows: give the north half to Martha J. Berry and the south half to Thomas F. Berry. (Signed) Thomas F. Berry". Then an interesting detail is acted in the next signature. Thomas Berry signed his wife's name "Martha J. Berry", with a "X" under the words, "Her Mark". (This was the first time the author knew that Grandmother Berry could not sign her own name, however, she is remembered to have possessed an ability that far out-shown her inability to write, namely, to quote from the Bible. Louisa Jane Pierce often repeated words which her mother had taught her: "To God the Judge of all, and to the spirits of just men made perfect". Hebrews 12:23.)

Mima Prairie in Thurston County did not have good soil. It was characteristic of these clearing to be practically devoid of trees and generally rippled in a series of hummocks. Even the grass dried out earlier on these prairies than in the nearby woods.

George Waunach, who later settled north of Centralia, has offered a feasible explanation for the early settlers choosing to settle on the poorer prairie land instead of clearing away the forests where the richer soil lay. Mr. Waunach said, "The settlers chose this open land so that they might (more quickly) build log cabins, plow their land and pasture their cattle with the least amount of effort".

Washington's great historian, Edmond Meany, points out that there were so many up and downs in the economy of Washington Territory that business crises were like waves beating upon the seashore. He wrote, "The year 1855, saw the Territory of Washington enshrouded in gloom, food was growing scarce, ordinary business was out of the question; starvation, flight or the tomahawk seemed the only alternatives.

INDIAN HOSTILITIES

For ten months, beginning during the fall of 1855 and lasting through the summer of 1856, most of the settlers left their farm homes and moved into the towns peoples' homes. The family who befriended the Berry's was that of Mr. Ira Ward of Tumwater. This family literally stretched their small home to take in the eight extra people. Moreover, Mrs. Jane Ward presided as mid-wife during the birth of Ira Ward Berry on October 20, 1855. It was out of gratitude that the baby was named Ira Ward, in honor of his generous "protector".

By trade, Mr. Ward was a tanner. It is probably that he made the harness for many of the settlers' teams of horses and oxen. Mr. Ward is better remembered, however, for building the blockhouse at Tumwater, located near the old Ward Mill, on the site of the present city hall.

There were numerous Indian scares. (Mrs. Jane Ward later recalled taking a lantern whenever there was some fresh alarm that Indians were near and climbing up the path to the safety of the blockhouse.) Basically, the settlers' worries and fears stemmed from the overwhelming superiority of number. There were not over three hundred and fifty white families in the scattered communities west of the Cascades and north of the Columbia, as against five thousand Indians occupying the shores of Puget Sound at that time.

As an indirect result of these Indian hostilities of 1855-1856, both Fort Walla Walla and Fort Boise were temporarily abandoned. This created a vacuum, so to speak, into which more settlers were to pour, both as adventurers and home seekers. Ultimately, it was this balance of population which tipped the scales in favor of U.S. control of these territories.

HON. T.F. BERRY REPRESENTATIVE 1860

Excerpt:

In the above census, Thomas listed himself as a surveyor. Probably the first surveying which was done in Thurston County was the "viewing of roads", or making preliminary surveys along already established trails. Such trails led from Cowlitz Landing to Budd's Inlet on Puget Sound, from Grand Mound to Gray's Harbor, and later, from Steilacum north to Puyallup.

Governor Isaac Stevens, being himself a surveyor, developed a company of 243 men



in various surveying parties. T.F. Berry was one of these men, doing considerable work in Lewis County.

The only specific mention of Thomas Berry is the signature of the surveyor, given simply as: "Berry". For years there was in the family, an ivory scale transposing feet to tenths - or the meter system. This scale was lost in a fire in 1935, at Lind, Wash.)

Thomas F. Berry served as Representative in the eighth Legislative Assembly of Washington Territory in 1860. The legislature, which met in 1860, was the first to take an interest in settling up county organizations east of the Cascade Mountains. The eastern boundary of Washington Territory was not clearly established, and due the short-sightedness on the part of the Legislatures, northern Idaho was taken from Spokane County two years later.

TO WALLA WALLA COUNTY 1864

In 1864, Thomas F. Berry moved his large family from the Donation Claim on Mima Prairie, Thurston County, to Walla Walla County. This farm was located one-half mile west, and three and one-half miles south of the Whitman Mission site. At that time, the land was being farmed by Rev. Cushing Eels.

In the words of Mrs. Louisa J. Pierce, daughter of T.F. Berry, "No one had better friends than they (Cushing Eels) were to us." In 1929, Marion S. Berry wrote to the President of Whitman College, Walla Walla, offering a book given to Mrs. Thomas F. Berry in 1867, by Rev. Cushing Eels. The book had been given to him (Cushing Eels) by Dr. Marcus Whitman, and was believed to be the only book possessed by Dr. Whitman. This book had been rescued after the massacre of 1847. The college issued a letter of appreciation to the Berry family for the gift of this historic book.

During their stay at this farm, tragedy struck suddenly. Heman S. Berry, a boy of fourteen, was starting to hitch up a team of horses when his arm became entangled in a halter and the team started to run. The mother looked out the window in time to see her son being thrown in the air and forcibly slapped to the ground as the team ran away. Heman died on March 19, 1865.

One year later, typhoid fever was the cause of the death of Thomas F. Berry. He was forty-seven years old at the time of his passing. No other circumstances are known. He was originally buried in a small cemetery located somewhere near the Whitman Mission; however, twenty years after his interment, his coffin was exhumed by his son Ira and other men, and moved to the cemetery at Milton, Oregon.



Walter Marsh Bosworth (1861- 1943)

**From: RPLS.com, at POB Website,
posted by Peter Lazio.**

Being a land surveyor and bibliophile, I have a small collection of out of print and vintage surveying and civil engineering reference books in my library. On August 24, 2004, I purchased a copy of The Railroad Spiral Sixth Edition by William H. Searles, C.E. from Powell's Bookstore of Portland Oregon (www.powells.com). When the book arrived three days later, it was one of the nicest old books in my collection. Prominent upon opening the book is the inscription of the original owner Walter M. Bosworth. With my curiosity

piqued, I posted the following message on the Point of Beginning message board:

Walter M. Bosworth Tacoma Wash

Posted By Peter Lazio on 8/27/2004 at 7:07 PM

I just received a book I purchased from a used book dealer. The book, entitled The Railroad Spiral -Searles, has a neatly lettered inscription on the inside cover:Walter M. Bosworth Tacoma, Wash. May 2'd, , 1899

At the back of the book is an old blue print (white lettering on dark blue paper) with a hand written Table of Spirals by W.M. Bosworth and H.F. Gronen.

The book is leather bound and has a musty leather smell. The binding is tight and the pages still have their gold gilding. There is an extra leather tab on the back cover for covering the pages when the book is closed. The book feels really nice in my hand.

Does anyone know of Mr. Bosworth and his legacy? Peter Lazio

With no replies to my inquiry, I placed the book on my bookshelf, and assumed Mr. Bosworth would remain anonymous.

The following day, a pseudonymous poster posing as Walter M. Bosworth posted:

Missing book

Posted By Walter M. Bosworth on 8/28/2004 at 9:16 PM

I have evidently mislaid my copy of Mr. Searles' work, The Railroad Spiral. This is a bit of a hardship as I have some railroad work to lay out next Monday. If anyone knows where I might find a replacement, I'd be greatly obliged for that information.

The particular edition I am after will be easily recognized as it is leather bound and will have a musty leather smell. The binding should be tight and the pages ought to still have their gold gilding. There may or may not be an extra leather tab on the back cover for covering the pages when the book is closed, but the book should fit into the hand quite well.

Walter M. Bosworth Tacoma WA

This post elicited much more of a response than my original inquiry, but did nothing to identify the genuine Walter M. Bosworth of Tacoma Washington. The book remained on my shelf with its former owner still anonymous. That is until October 6, 2005. On that day, upon returning from my daughter's investiture ceremony at college there was a message on my answering machine from Cathy Marucha of New Freedom Pennsylvania, the great granddaughter of Walter M. Bosworth.



Cathy's sister, who is "into the whole genealogy thing," happened upon the August 2004 posting on RPLS.com while doing on-line research. Her sister sent Cathy a copy of my original RPLS.com post. Cathy, who also read the comic post of the ersatz Walter Bosworth, assured me this was not a joke, that Walter M. Bosworth

is indeed her great grandfather. In a series of email and one letter, Cathy filled in the missing detail of Mr. Bosworth's career, which I have supplemented with a little web research.

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missing detail of Mr. Bosworth's career, which I have supplemented with a little web research.

Walter Marsh Bosworth Sr. was born on October 30, 1861 to George Bosworth and Sophia Marsh in Grinnell, Iowa. Walter Bosworth's lineage in America goes back to Pricilla Mullins and John Alden, who came to America on the Mayflower. Walter's great-great-grandfather was William Champlin, a Revolutionary War soldier.

Walter M. Bosworth spent several years as a civil engineer working as a civil engineer working on the Canadian Pacific Railroad and later on the Chicago, Rock Island & Pacific Railroad. In 1885, he chose to train as an electrical engineer and trained for four years.

Upon completing his education, in 1889, Walter Bosworth associated with D.B. Ogden, forming the firm of Ogden & Bosworth, Civil and Electrical Engineers and Landscape Architects of Tacoma Washington. According to the database compiled by Jerry Olson of Olson Engineering in Vancouver Washington, the firm of Ogden and Bosworth filed plats in Pierce, Thurston and Whatcom Counties in Washington State from 1889 to 1893. Some of those maps are in the collection of the Center for Pacific Northwest Studies at Western Washington University.

In 1895, Walter Bosworth and Guy Evans of Tacoma spent a month exploring and mapping Mt. Rainier in Washington. They circumnavigated the mountain and reached the summit. Later in his career, Walter Bosworth returned to Mt Rainier to map roads around Mt. Rainier. Walter Bosworth's survey of the south-side road is noted in the in Superintendent's Annual Report in House, 63rd Cong., 3d session., House Doc. No. 1475, "Annual Report of the Secretary of the Interior," 1914, p.784.

Subsequent to his explorations of Mount Rainier, Walter Bosworth became the Chief



Engineer of the Tacoma Interurban Railway. It was in that capacity that in 1906 Walter Bosworth became involved in a flood



control project to divert the White River from the Green River in Auburn Washington. This project prevented the flooding that until then occurred in Kent Washington.

Walter Bosworth returned to private practice and is listed in Jerry Olson's database in 1912 as filing plats in Thurston County, Washington. During this period of private practice Walter Bosworth was the noted as the surveyor for the local county ditch in the January 12, 1917 issue of the Eatonville Dispatch. In 1921 Walter Bosworth appears in the Tacoma city directory along with his wife Charlotte as an engineer.

Walter Bosworth continued as an engineer in Tacoma and is listed in the Olson database as the Tacoma City Engineer in 1924.

Walter Marsh Bosworth married Charlotte Sohm, they had 3 sons, George, Douglas and Walter Marsh Junior (Catherine's grandfather). Walter M. Bosworth died in 1943 or 1944.

Thanks to the POB message board, the book that entered my collection as an artifact sitting on a bookshelf has been transformed into an heirloom. One hundred six years after Walter M. Bosworth inscribed his field reference, it has returned

to his great granddaughter. RPLS.com not only acts as a conduit to connect surveyors from all over the world but also serves as a channel to link generations.

Oscar Sidney Bowen (1867 - 1950)

From:
"Railroad
Age
Gazette,
June 14,
1914."

Oscar
Sidney-
Bowen,
whose
appointment
as principal
assistant
engineer of
the Great

Northern, with headquarters at Seattle, Wash., has already been announced in these columns, has been in railway service since 1888. He began railway work with the Coeur d'Alene Railway & Navigation Company in Idaho, and held various positions in the engineering department of the 'Washington & Idaho, the Seattle Lake



Figure 15 Amos Bowman. Photo courtesy of Skagit River Journal, www.skagitriverjournal.com.

Shore & Eastern, the Spokane Falls & Northern, the Nelson & Fort Shepard and the Great Northern, until 1901, when he was made resident engineer of the latter road at Spokane. Later he was transferred to Seattle in a similar capacity, which position he held until his recent appointment as principal assistant engineer, as above noted.

Amos Bowman (1839-1894)

By Jerry C. Olson

Amos Bowman was born on September 15, 1839 of Jamin and Mary Bowman at Blair, Waterloo County, Ontario. His family moved to Ohio when he was quite



young, where he attended school through college. At 17 he went to New York to school to study medicine. He had learned shorthand and the New York Tribune hired him where he worked for Horace Greeley, who became his friend. He must have followed Greeley's advice for he did go west to write for the Sacramento Union. The mining activity in that area interested him, and Amos traveled to Europe to study at the Universities of Frieberg and Muncih for three years, graduating in Civil and Mining Engineering. While in Europe he travelled all around, writing for Greeley and the New York Tribune.

He returned to California in 1863 and participated in the survey of the California Nevada border. Soon he was hired as the editor of the Mining and Scientific Press which he did for several years. His expertise led to his appointment as assistant to J D Whitney, the head of the California Geological Survey. While in California, he met and married his wife, Anne Bondfield Curtis, the daughter of a mill owner in New Jersey in April 1871. Two of their children were born in California. After the funding for the California Geological Survey terminated in about 1873, he worked for private companies as a mining engineer for several years. In 1874 he prepared a report and maps for the California Water Co. of the Georgetown Divide, and for the Central Pacific RW on the mining possibilities of their land holdings. He then moved to Seattle where he worked for the NPRR as a mining engineer in the coal fields near Seattle and the Olympia Tenino RR.

While in Seattle, he became aware of the potential for Fidalgo Island as a future railroad terminus and harbor. Amos bought 168 acres from Miss Maud Stevens, daughter of Isaac Stevens, at the northern tip of Fidalgo Island. And in 1877 the family moved there, built a home, a wharf and a

store. He named the post office Anacortes, for his wife Anne Curtis. The corruption may have been on purpose, by error, or by mandate of the Postal Service, but the name has continued to the large city of today. The Northwest Enterprise, his newspaper from Anacortes was created soon, later merging into the Daily Progress. He made a map of Anacortes and its railway potential to send all over the U. S. to promote the town. In 1880 he platted the present town at the northern tip of his claim.



an. (Photo from "An
git and Snohomish Counties",
906)

lot to both the U. S. and Canada, working on mining projects.

The year 1888 brought brighter prospects, and he returned to Anacortes. The Washington Surveyor General, under Special Instructions, issued him an appointment as a U. S Deputy Surveyor and a contract to survey Saddlebag and Hat Islands in T35N R2E just northeast of

Things were slower than he expected in the townsite business, so in 1882 he took employment with the Canadian Geological Survey, working in British Columbia. He mapped and reported on the 4000 square miles of the Cariboo Mining Region, publishing the report in 1888. In 1887 Amos published a report, "Mining Developments on the Northwester Pacific Coast." During this time Amos was gone a

Anacortes. His axeman was Oliver B. Iverson, a U. S. Deputy Surveyor and sometimes draftsman for the General Land Office in Olympia. His connection probably had something to do with the awarding of the contract. The field work of triangulating and traversing was accomplished in a week in November, 1888, and the notes were approved in June 1889. He was paid the

total of \$45 for the contract and survived charges by surveyor Arthur. M. White.

Between 1888 and 1890 the town boomed. A railroad started East, a school and high school were built, and two mills, a door factory, a brewery, 6 large docks, as opera house, a street car line and an electric light system were all constructed. Near the end of 1890 there was the start of a panic, railroads were going out of business and Anacortes didn't look as promising. By 1893 the Oregon Improvement Company went broke, the railroad to the East stopped after 33 miles, there would be no western terminus for Anacortes, and everyone left.

The Bowmans stayed until Amos died in June 1894, feeling his efforts were a failure. Anne moved to Sumas and later died in California in 1906, but is buried next to Amos. There wasn't even enough money for a gravestone for Amos. By 1896 however, Anacortes was coming back with canneries and sawmills.

Amos Bowman was a member of the California Geological Survey, the Geological Survey of the Dominion of Canada, the American Institute of Mining Engineers, a Fellow of the Geological Society of America, and a United States Deputy Surveyor. Bowman Bay on Fidalgo Island is named after Amos Bowman.

Edson D. Briggs (1851-1907)

From: "An Illustrated History of North Idaho."^{vii}

EDSON D.BRIGGS, the big hearted, sociable and popular county surveyor of Nez Perces county and city engineer of Lewiston, is kept constantly in office on

account of his excellent work, his fine ability, his comprehensive and thorough knowledge and his efficiency and faithfulness in discharging any duty that is incumbent upon him. These combined qualities, together with his integrity, sound principles, and clean walk have made him one of the leading men of the county and on account of his extensive work in the northwest, he is well known and prominent over a large field.

Edson D. Briggs was born in Franklin, Vermont, on March 5, 1851, being the son of Erasmus D. and Paulina (Truax) Briggs. The father was born in Franklin Vermont, in 1812 and died in 1882, being from an old and prominent Vermont family. The mother was born in lower Canada in 1828 and died in 1861. Our subject was educated in the Vermont University, paying especial attention to surveying and civil engineering. When twenty, his stirring spirit led him to the west and he was soon in government work in Washington. He surveyed all of Whitman, Asotin, and Adams counties, also much other lands. In 1882 he went to Garfield County and was promptly elected county surveyor on the Republican ticket, and he remained there in office until 1889. In that year he came to Lewiston and took a position on the government survey of the reservation, where he was engaged for four years. He also surveyed the battle grounds of the Nez Perces war on the Whitebird and other places. In 1898, he was nominated as county surveyor and was elected on the Republican ticket, although the ticket was turned down in many respects. At the close of that term, he was promptly elected and is still holding that important position as also that of city engineer.

On March 20, 1880, at Lewiston, Mr. Briggs married Mrs. Georgia Carter, widow of Lewis M. Carter, whose father Mr. Benton is a Methodist preacher.

Mrs. Briggs was born in Indiana, as were her parents, and she has the following brothers and sisters, Helen Johnson. Mary Johnson, Joel H., Mrs. W. F. Kittenbaugh. Mr. Briggs has one brother and one sister, Sewall, Bertha Anderson. One child has been born to this union, Grace Maurice Briggs, who graduated from the state normal school in Lewiston, Idaho, in June, 1903. Mr. Briggs is a thirty-second degree Mason and the youngest ever made, it being done by special dispensation when he was twenty-two, while the required age is thirty-five. Mrs. Briggs is a member of the Methodist church.

Mr. Briggs had two uncles and cousins killed in the Civil war. His great-grandfather, Elias Tinexst, was born in 1772 and died one hundred and three years later. He read the declaration of independence on the fourth when he was one hundred years old. It was his desire to live to celebrate the one hundredth anniversary of independence, but he died a little too soon, but being an aged and stanch patriot.

Freeman W. Brown (1832-1816+)

From "The History of Washington"^{viii}:

FREEMAN W. BROWN, a resident of Olympia and prominently connected with the surveys, of the Territory of Washington, was born in Washington County, Vermont, September 2, 1832, son of Leonard and Mary (Whitcomb) Brown, natives of that State, descended from the pioneer settlers of New England.

Mr. Brown was educated in the primary and high schools of Washington County, taking the advanced academic studies and paying particular attention to the higher

mathematics in view of the profession of civil engineer. In the spring of 1850 he went to western New York and attended Randolph College, continuing his mathematical studies, and in the fall he engaged in engineering work in Iowa, performing work for the Government.

Deciding to visit the Pacific coast, he returned to New York city in the fall of 1851 and embarked by steamer, via the Panama route, landing at San Francisco in April, 1852. Following the tide of emigration, he then visited the mines on the American river, but after a few months, with no flattering success, he returned to San Francisco and embarked for Oregon to join his uncle, Lot Whitcomb, then residing at Milwaukee. While there he engaged with David P. Thompson in running the first standard parallel west from the Willamette meridian. Completing this work about January 1, 1854, he went to Shoal Water bay to look after the estate of his deceased brother, Joel L. Brown, a pioneer of 1849. After settling the affairs of the estate, Mr. Brown went to Cowlitz County and engaged with Henry Stearns in sectionizing several townships of that country and in running the fourth standard parallel west of the - Willamette Meridian.

In the spring of 1855 Mr. Brown enlisted in Company B, Captain Gilmore Hayes of Second Battalion, commanded by Colonel B. F. Shaw. Their service began upon the Puyallup River and numbered the severe battles of Connell's prairie, White River, Green River, a continuous fight while crossing the Cascades, and the battles of Um.atilla and Grand Ronde in eastern Oregon, besides a huge number of skirmishes. He continued in the service about twelve months.

Returning to Olympia, he engaged in Government work until 1857. Then he taught school three winters, first in Portland, afterward in Milwaukee and then in North

Salem. The summer of 1859 he spent with an exploring and prospecting party through the Cascades, Blue and Rocky mountains. In the spring of 1860 he went to the mines of Salmon River and Mormon Basin, remaining till the spring of 1861.

Mr. Brown went to California in 1861 and enlisted in the First Regiment, California Volunteers, Colonel E. D. Baker. He was detailed to the Quartermaster Department and located at Benicia, and after six months was discharged, as his regiment had gone to the front. He then came to Oregon and enlisted in Company B, Oregon Volunteers, Captain C. P. Crandall, which was stationed at Steilacoom; was again detailed to the Quartermaster Department, and continued in that service until the close of the war, receiving his discharge in the fall of 1865.

In the spring of 1866 he took a contract under the Territorial government of Washington to make a topographical survey and map of the Skagit River and tributaries, the passes of the Cascade mountains, Lake Chelan, and the northern part of the territory east of the mountains. He made this survey, returning by the Wenatchee and Sauk Rivers to Puget Sound, and completed his work by fall. The following winter he taught school at French Prairie, Oregon, and in the spring of 1867 settled on his homestead, eight miles south of Olympia. He had married that spring, and to his home took his bride. Here his family resided until 1887, he meanwhile engaging in public and private surveys and during the intervals of service employing his time by grubbing stumps and ditching and draining marshes, thus reclaiming 130 acres of nature's wilds and making one of the finest farms in the county.

His more important work during this period was the sectionizing of five townships on the Kalama river in 1872, and surveying the preliminary line for the Northern Pacific Railroad between Olympia and the Cowlitz River. In 1875 he ran a

preliminary railroad line from Olympia to the south side of Gray's Harbor, and about 1878 located the line for the Olympia and Gray's Harbor Railroad. During 1887 and 1888 he was engaged with the Pennsylvania Land Company and the Northern Pacific Railroad Company, in making geological and mineralogical surveys in the Cascade mountains. He has also made extensive topographical surveys of the Rocky mountains and the southern part of Alaska, passing through tribe after tribe of Indians who had never before looked upon the face of a white man. Mr. Brown by tact and diplomacy secured their friendship and retained their respect.

In 1887 he built his present cottage residence on land he had purchased in 1885, it being located on East Side street in East Olympia, and here he and his family have since resided. He sold his farm in 1889 for the handsome sum of \$8,500. Since coming to Olympia his time has been fully occupied in general survey work, and since the summer of 1892 he has been employed in tideland surveys for the State.

Mr. Brown's marriage in the spring of 1867 has already been alluded to. Mrs. Brown whose maiden name was Ellen E. Mathiot, is of French descent. Her father, John Mathiot, came to this coast in 1853. Following are the names of their four children: Frederick J., Edward M., Joel L. and Nellie P.

Mr. Brown is a member of the George H Thomas Post, G. A. R. He is a man of honesty and strict integrity, ever true to the responsibilities devolving upon him, and is highly respected by all with whom he is brought in contact, either socially or in a business connection.

Robert E. Lee Brown (1865-1902)

From: An Obituary in the New York Times, Published October 20, 1902.

DEATH OF R. E. L. BROWN.

Mining Engineer of Wide Reputation—
His Profitable Venture in the
Transvaal.

Robert E. Lee Brown, whose death in Arizona of hasty consumption was announced yesterday, was a familiar figure in New York hotels, until sickness seized him about three months ago. Mr. Brown made his home at the Hoffman House. He was a very genial companion, and by reason of his many visits to all parts of the world, coupled with his keen observance, was a most entertaining conversationalist. He was accredited one of the best-equipped mining engineers in the world.

He accumulated an immense fortune in mining enterprises, and one of his assets is a judgment for more than \$2,000,000 against the former Transvaal Government, which it is expected Great Britain will liquidate. Mr. Brown prospected some lands opened to settlers by the then President, and having faith in their value, took the entire lot, with



some friends. When Kruger learned of their fabulous value he recalled his decree. Mr. Brown began proceedings and obtained a verdict for more than, \$2,000,000, a circumstance that is alleged-to have so annoyed Kruger that he caused the removal of the Judge who had decided in Brown's favor.

Mr. Brown was a native of Pennsylvania, but spent little time in that State. For years he was in California, Idaho, British Columbia, and other mining countries. While in the Far West he gained the sobriquet of "Barbarian" because he issued a paper with that title defending the policy of mine owners and denouncing the unions. His life was often threatened, and he had many narrow escapes. Mr. Brown's fatal illness resulted from a severe cold contracted in London early last Spring.

William Flemming Byars (1871-....)

From: "An Illustrated History of Klickitat, Yakima and Kittitas Counties"^{ix}: Interstate Publishing Co., 1904.

WILLIAM FLEMING BYARS, editor and proprietor of the Goldendale Sentinel and deputy county surveyor of Klickitat county, was born in Wilbur, Oregon, February 26, 1871. He is the son of William H. and Emma A. (Slocum) Byars, the father being one of Oregon's most prominent and popular citizens. William H. Byars, who is also a newspaper man, was born in Iowa in 1839, the descendant of a Virginia family. He crossed the Plains to Oregon in the fifties with his mother and stepfather, John Mires, and settled in Douglas County. As a young man he

became United States mail carrier on the Oregon-California route and during the Modoc war had some very narrow escapes from death. He was on the early government surveys through Oregon and Washington and still follows that line of work. His first newspaper was the Roseburg Plaindealer, which he purchased in 1873 and changed to a Republican journal. He was elected state printer in 1882 and while in Salem bought the Daily Statesman, which he conducted for several years. He was one of the founders of the Daily and Weekly Journal. Besides holding the position of city engineer of Salem, he was for a number of years Surveyor General of Oregon with headquarters at Portland. He was afterward appointed commandant of the Soldiers' Home in Roseburg and served in that capacity four years. In the early seventies he was at the head of the Umpqua Academy and also served as superintendent of schools of Douglas County. At present Mr. Byars makes his home in Salem, where he follows his engineering profession. His wife is a native of Kentucky; her father was born in Massachusetts and mother in Ohio. The family crossed the Plains to Oregon in the early fifties, settling in Douglas County.

William F. remained with his parents throughout all his early life, living in Wilbur, Roseburg, Salem and Portland. He was graduated from the public schools of Salem and took a business, scientific and Latin course in the Willamette University. During his father's service as Surveyor General, William was draughtsman and clerk in the office and at this time, also, attended the Oregon Law School in Portland. Very early in life he learned the printer's trade, so that he might assist his father, and also acquired a thorough knowledge of surveying, being now a United States deputy surveyor. His first work was with his father on the survey for the extension of the Oregon & California

Railroad from Roseburg in 1881. In 1893 Mr. Byars came to Goldendale, and took charge of the Sentinel, being a stockholder. After a six months' stay, he returned to Portland and worked as a draughtsman in the United States surveyor general's office until the next summer. Then he returned to Klickitat county and resumed charge of the paper, and has continued in charge ever since. Gradually he has acquired the interests of others in the plant until at present he is practically the sole proprietor. The Sentinel has the distinction of having been the only Republican paper in the only Republican county of eastern Washington at the time of President McKinley's first election. It is a progressive, ably edited journal, which has not only acquired a high standing at home, but is well known throughout the state. A comprehensive sketch of the Sentinel appears in the press chapter.

Mr. Byars was married at Goldendale, May 4, 1893, to Miss Ada Nesbitt, a daughter of Hon. Joseph Nesbitt of this city. He was one of Klickitat's pioneers and a prominent citizen during his entire life. At one time he served this district in the legislature. He was county commissioner six years and county auditor two terms. At the time of his death, quite recently, he was manager of the Goldendale Milling Company. Miss Nesbitt was born in Kansas. She is a graduate of the Conservatory of Music, of Willamette University, Salem, and is an accomplished musician. Mr. and Mrs. Byars have five children, William Nesbitt, Azalea, Alfred Theodore, and Marguerite and Miriam, twins. Mr. Byars has one brother living, Dr. Alfred H. Byars, residing in California, and one dead, Dr. J. Rex Byars, at one time surgeon on the line of the Portland & Asiatic Steamship Company; he also has two sisters, Mrs. S. W. Thompson and Miss Vera, living in Salem. Fraternally, Mr. Byars is

connected with the Masons, Knights of Pythias, Artisans and the Modern Woodmen. In 1899 he was appointed county surveyor by the board of commissioners and served the rest of the term; he had acted in that capacity before for several months, also as deputy assessor. Mr. Byars has been connected with various public enterprises since he came to Klickitat County and in private, official and professional life has ever sought the welfare of his community. Energetic, able and with progressive ideas, he is one of Goldendale's popular business men and a citizen of influence.

**From: The Klickitat County News,
Goldendale, WA., June 28, 1934, P4**

Postmaster W.F. Byars, on being requested to tell some of the incidents of his life, said he did like the idea as people might think he was getting old.

"Don't you know some of these young fellows around town speak of me as 'old man Byars?'"

"After all, I guess I'm getting old. It has been 81 years since my parents passed down the Columbia for the first time. Of course they weren't married then.

"I was born in Wilbur, Oregon February 26, 1871. My father was a teacher in the Umpqua Academy. The town got its name from Father Wilbur, who was in charge of the Yakima Indian Reservation. Wilbur street in Goldendale was named in his honor.

"When I was two years old my father purchased the "Roseburg Plaindealer". So for that reason our family became residents of the county seat of 'Old Douglas'.

"When but a young man, my father had the contract for carrying the U.S. mail between Oakland, Oregon and Yreka, California. He also served Douglas county

several times as surveyor and as school superintendent. At the latter part of the Civil War he was in the Oregon Cavalry. Previous to his enlistment he attended Willamette University for two years. While a student there the Willamette river had the biggest flood ever known.

"About the time our family moved from Wilbur to Roseburg, the Oregon and California railroad was completed between Portland and Roseburg. It was ten years later that the work was resumed and the connection between Roseburg and California completed.

"Roseburg was a busy place before extension of the railroad to California. After the train had gotten in from Portland, the mail distributed and the inner man attended to, a big stage drawn by six horses could leave about seven o'clock for California. Since the horses were changed about every twelve miles, an average speed of about six miles an hour was maintained. Then too, there were the big freight wagons and trailers going and coming at all hours of the day and night, some with 20 horses and mules attached and the leaders with their bells jingling.

"I had a wild ride on top of one of those stages when I was 11 years old. My father had a government surveying contract on Canyon and Cow creeks south of Canyonville and we were camped on Canyon creek near the summit. Instructions came to me from Roseburg to take the stage home as they were short of help in the printing office. When the stage came along, "it was loaded to the gun-wales", so Willie had to ride on top of the coach back of the driver. The only protection one had from falling off was the low iron rail around the edge of the top. It was forty years afterwards that I passed through Canyon creek canyon again. The paved highway superseded the corduroy road and the automobile of the stage coach.

"I learned how to stick type when I was ten years old. I had to put the big dictionary on a stool to be tall enough. It may be I imbibed so much spelling knowledge from such contact that I was able to spell down the school the following year.

"In those days it was customary to paste the posters on the wall at the back end of the office. One of them was a campaign poster with a big eagle printed on it. The reading matter ran something like this: Grand ratification at the court house tonight. Speeches by Hon. Binger Hermann, L.G. Wells, G.O. Holman and others. Music by the band 'Marching to Victory'. Ladies invited. Come everybody.

"As a small boy I remember the presidential campaign of Garfield and Hancock. We kids took as much interest in the campaign as the older people. Our chief argument went something like this: Garfield rides a white horse. Hancock rides a mule. Garfield is a gentleman and Hancock is a fool."

"Rutherford B. Hayes, the only president I have ever seen, passed through Roseburg when I lived there. Of course I knew ex-President Hoover when he was a young man at Salem.

"I remember General Joseph Lane, one of Oregon's territorial governors, who was a Roseburg resident. The bodies of General Lane and his wife are reposing in a twin vault in the Masonic cemetery northwest of Roseburg, which is adjacent to the new U.S. Hospital grounds. His wife was a Catholic. Their grandson, Father Lane, who attended school at Roseburg when I did, has been a pastor of the Albany, Oregon church for many years. One of General Lane's sons, Lafayette, was a member of congress, and Harry was the mayor of Portland and U.S. Senator.

On a hill, in the northwest part of Old Roseburg, was the Chadwick home. Mr. Chadwick became secretary of State and

governor. His son, Stephen Chadwick, became a supreme judge of this state. After we moved to Salem, a younger brother and sister attended the old East Salem school when I did. Oregon has furnished three members of our Supreme Court, Oregon Dunbar, an old-time resident of Goldendale, who is buried in the South Salem cemetery, Mark Fullerton and Steve Chadwick. All have passed to the great beyond. Judge Deady, of Portland, I believe came from Douglas county, and Rufus Mallory married a daughter of Aaron Rose, the founder of Roseburg. The two Rose boys, Aaron and Johnny, were my school mates and cronies. The latter died before I left Roseburg.

"I might mention as old school mates, Schiller Hermann, now of Portland, Roscoe Oakes, a San Francisco millionaire, and Louis Belfils, now of Oakland, Cal. Schiller Hermann was a member of the Oregon legislature and is a son of Binger Hermann, formerly a member of congress and commissioner of the general land office under McKinley.

Judge Austin Mires, my father's half brother and the first mayor of Ellensburg, made his home with us while he was a mail clerk on the run between Portland and Roseburg. He afterwards graduated from the Ann Harbor, Mich., law school and located at Ellensburg, where he has resided for over fifty years. He is the only living member of the Washington State Constitutional Convention.

"There were 12 Hendricks brothers, of whom 2 H.H. and Robert, learned the printing game on the old Roseburg Plaindealer. H.H. became a reporter on the Oregon Statesman, after my father was elected state treasurer and bought an interest in the Statesman. When Wheeler county was established Gov. Z.F. Moody appointed him superintendent of schools. He afterwards studied law and has been a resident of Fossil for the past fifty years.

Bob, as he was known to us, became owner of the Statesman and was its editor for over forty years. He is a resident of Salem.

"I have to distribute some mail, so will tell you more at a later date."

From: The Klickitat County News, Goldendale, WA, July 5, 1934, page 4.

Adding to his remarks of last week, W.F. Byars, local postmaster, has given The News more interesting information. A second interview reads:

"There is a correction I wish you would make. Gov. Moody appointed H.H. Hendricks superintendent of schools of Gilliam County, not Wheeler. The latter county was taken off the south end of Gilliam at a later date. All counties east of the Cascades in Oregon, Washington and Nevada were in the beginning part of Wasco County, Oregon.

"H.H. Hendricks was one of my teachers in the Roseburg public schools. So was Attorney F.C. Brodie formerly in the law business here with E.C. Ward. When Mr. Brodie was my teacher, he had whiskers which were very dark. After leaving Roseburg I did not see Mr. Brodie again until about thirty-five years. He was then a court stenographer in Portland. As he no longer wore a beard, he was a very different man in appearance than my school teacher of former days.

"The summer before we left Roseburg we attended the state fair at Salem and camped at the fairgrounds. To me it was something wonderful, especially the fire-works display at the race track on the night of the Fourth. After the fair was over we went to Portland, stopping at the Esmond and St. Charles hotels on the corner of the Front and Morrison streets. It was something great to take a ride in those horse-drawn street cars. There was very high water in the Columbia

that year, and when we visited the Oregonian office, then on the southeast corner of Stark and Front streets, we had to go on a temporary walk built above the water. We also went to Mt. Tabor to visit Mr. and Mrs. Henness. Mrs. Henness was a cousin of my father her former husband being Mr. Ross for whom Ross Island was named.

"There wasn't very many homes in East Portland in those days. About all I can remember were bridges and water and the state asylum, which was then located in East Portland. The trip was made in a cab, which to me was a new experience. These are of a past generation and are seen no more.

"In 1882 to my father, W.H. Byars was elected state printer of Oregon. He attended the session of the legislature and that winter and we moved to Salem in February, 1883.

"At that time Salem was not the city it is today. It had no paved streets or sewers and cows which permitted to run in the streets. So my father decided to take our two cows to Salem and a box car was secured from the R.R. Co. as a means of transportation. My father, brother Fred and I went with the cows in the box car. At Junction City the train stopped for the night and we slept at the hotel. About noon the next day we arrived at Salem. We had our first meal at the Chemekete hotel on the southeast corner of Commercial and Ferry streets. This hotel is now called 'The Marion.' Across the street to the west was the post office. As my brother and I stood on the hotel corner viewing the sights, with thought Salem was some burg and the hotel equal to any in the Northwest.

"Right here I will tell you some unwritten Oregon history. Gen. W.H. Odell preceded my father as state printer. He had been elected two years before on account of the death of the preceding state printer, as it was supposed, to complete the unfinished term of the decedent. Mr. Odell told my father,

as he understood the law, he had two years longer. Rather than go into court, they agreed to leave the matter with Judge Lord and abide by his decision. The judge was of the opinion that Gen. Odell could serve two more years. Rather than have the office expire at a different time than the term of the regular state offices, they decided to go into a partnership. Mr. Odell and Alonzo Gesner were the owners of the Oregon Daily and Weekly Statesman, so my father purchased Mr. Gesner's interest in the paper and took over the duties of the state printer.

"Mr. Odell got the title of 'General' on account of having been surveyor-general of Oregon. Subsequently my father became surveyor general and thereafter was known as Gen. W.H. Byars. You have no doubt noticed that Mr. Odell and my father had the same initials. They were close friends up to the time of their death, which occurred about the same time, Gen. Odell passing away soon after attending my father's funeral.

"My father purchased the Odell residence on Commercial street, being the second house north of Marion Square. My youngest sister, Vera owns the old home, the place of her birth. Her husband is Attorney Ronald Glover, who was for years private secretary to former Congressman. W.C. Hawley. Attorney Glover's brother was at one time a conductor on the Goldendale-Lyle railroad and is now engaged in the mercantile business at Underwood. After Gen. Odell's retirement from the newspaper business, he was appointed postmaster. He appointed brother Fred mailing clerk.

"Salem, according to its size, has produced more public men than any other city and the United States. Within a quarter of a mile from our home in Salem, might be mentioned the following: Charlie McNary lived on Commercial Street in the block north. He was appointed to the Supreme Court by Gov. Oswald West, who lived a block south of us and on the opposite side of

the street. Charlie McNary was defeated for the nomination for the Supreme Court by one vote. He was elected U.S. Senator, is Republican floor leader, is mentioned as the next Republican nominee for president and has been voted as the smartest man in the Senate by representatives of the press. His brother John was county clerk, district attorney, district judge and is now one of the U.S. Circuit Judges at Portland.

"Squire Farrar, who lived across the street from us, on the south end of the block, was a state senator and postmaster. His nephew, Johnny Farrar, who lived on the same block we did, was postmaster for several terms. John Coffee, who lived across the street from us on the north end of the block, after he moved to Portland, became a member of the legislature and county clerk. He worked for A.B. Crossman, who conducted a mercantile store in Salem. He became P.M. at Salem and after his removal to Portland, became postmaster there. Herbert Hoover made his home near ours when a resident of Salem and became president of the United States. The present representative in congress, Mr. Mott, resided across the street from our home when a young man. John Monto formerly sheriff of Marion county, became a Collector of Customs and postmaster at Portland. I.C. Patterson was a State Senator from Marion county, was Collector of Customs and became governor of Oregon. There were several other Salem citizens who became Oregon's governor. When former Governor Oswald West was in Goldendale recently, he told me that Charlie McNary, himself, and brother Fred were the champion marble players in the Salem public schools. He and Fred used to hunt rats together in the Salem alleys, shooting at the "varmints" with their 22's.

"When I was a boy in Salem, they had the horseless carriage. Z.F. Moody of The Dalles was governor when my father was state printer. My father had purchased a

new set of encyclopedias and the governor desired to inspect them. My worthy sire ordered Willie to deliver the set at the governor's mansion, about a mile distant. The only conveyance handy was the baby buggy. So into said vehicle were loaded the books and "yours truly" delivered the set, but he did not take the main streets or have any band lead the procession.

"You may not know it", but I have been a famous artist in my time. Mrs. Belle Cooke, who resided on the block north of us, gave drawing and painting lessons. I became one of her pupils and one of my productions was a crayon of the stallion "White Prince." I entered the picture at the state fair under crayons produced by boys under fourteen. I was able to draw down \$4.00 for two years. I was such a fine artist that no other boy would compete against me.

"I was also a great 'cub reporter.' I met the trains to get personals for the 'Statesman.' One day a circus came to town and I did not show up at the office. My father wanted to know the reason of my absence. I told him something might have happened at the circus and the paper miss the 'scoop.' Of course he had to grin and bear it.

"A musician by the name of Jones moved from Salem to Roseburg and organized a boy's band. They got a contract playing for the state fair and some of the boys stayed at our house. After they went home, we organized a boys' band hit in Salem. Prof. Coomer, who was the leader of the Salem band, was our instructor. After the juvenile band got to going good, he took several of the players and put them in the older band. That was the finish of the junior band. Later, when attending Willamette University, we organized a school band and gave a steamboat excursion to Albany to raise funds toward paying for the instruments. I have a baritone horn which

was used in the Goldendale band for over 40 years.

William H. Byars (1839-....)

**From: Oregon Historical Quarterly:
Over the Brush and Through the Trees:
Surveying, 1900-1909, by Ray L. Stout.
Volume LXXIII, No. 4, December, 1972.**

W H. Byars was born in Iowa in 1839 and came to Douglas County, Oregon, with his family in 1853. He carried mail in the mid-1850s from Oakland, Oregon, to Yreka, California, and studied to be a teacher at Columbia College (Eugene), Willamette University (Salem), and after visiting the Idaho mines in the 1860s and serving with the Oregon Volunteers, completed his studies at Wilbur Academy in Douglas County. After teaching there he was elected county school superintendent, later county surveyor, and was a U.S. deputy surveyor from the early 1870s through 1909. He also published the Roseburg Plain Dealer for some years, and was elected Oregon state printer. He served as Salem city surveyor, and was appointed U.S. Surveyor-General for Oregon about 1890. His last surveying work was in northeastern Washington, and is described towards the end of the present account.

(Narrative of Ray L. Stout follows this short biography in the OHQ.)

(OHQ denied permission to post this article here on this site, but it is available in hardcopy format by accessing it at a local library.)

Editor's note: See the Biography of his son, William F Byars on this web

Charles Newton Byles (1844-1897)

From: "History of the Pacific Northwest, Oregon and Washington"^x, 1889.

HON. CHARLES N. BYLES. - This is one of the town builders of the west. Out of his farm on Mound Prairie he has made Montesano a place of twelve hundred people. His father was a Presbyterian



minister of Madisonville, Kentucky. Charles was born in 1844. In 1853 the family crossed the plains, and upon reaching

Wallula struck out northwestward to the Sound, crossing the mountains via the Nachess Pass. Moving down on Mound Prairie, they located a place fourteen miles south of Olympia. Here on these healthful fields the boy grew up to manhood, and, becoming of age, took a course in the Portland Commercial College.

This opened the way to an extensive contract of government surveying, lasting four years, which was performed with the assistance of a brother. With the avails of this work he bought the present site of Montesano, originally owned by a Mr. King. In 1883 he laid out the present city, and used all means to build up the town, making it remarkably prosperous and flourishing for a place in a region already well settled. In six years it has gained over one thousand inhabitants. In June, 1887, the bank was established, I.W. Case of Astoria being one of the incorporators, and Mr. Byles the manager. In the political field he has been a conspicuous Republican, serving as county auditor from 1872 to 1876 and from 1876 to 1884 as county treasurer. He was married in 1870 to Miss Elizabeth J. Medcalf at Montesano. His domestic life has been as happy as his public career has been successful; and his home has been blessed by six children; four of whom are living.

**From: Obituary of Charles N. Byles,
January 29, 1897 in the Montesano
Vidette.**

In every community there is nearly always to be found some man to whom, more than to any other, his fellow citizens look to and depend upon in the affairs of business which concern the interests of that community. In any proposition which is brought forward for the consideration of the people the question is sure to be asked, what does he

think of it? And if the question be answered by saying that the one spoken of favors the proposition, and is willing to do what he can to make it a success, you will find a majority of his townsmen favoring it also.

In Montesano, C. N. Byles occupied that position. No matter what proposition was brought before the people, it was to him that all turned as to one who could be depended upon to act for the best interests of the town, and if he endorsed and approved the measure it was considered that it would be a success. While a thoroughly conservative man on all questions, he was a liberal subscriber to any measure which would tend to the advancement of Montesano, whether in business, social or educational matters, it mattered not, he was the one who was always looked to as the main one to insure success.

Having practically founded the town of Montesano (he platted the three blocks which lie on the west side of Main street, in 1882), Mr. Byles was always particularly interested in seeing the town advance and prosper, and was never found wanting when called upon to aid in raising any of the numerous subsidies which Montesano has donated to the mills which have been located here; but on the contrary, was always one of the heaviest subscribers toward the measures.

He served the people of the city and county in many public capacities, as county auditor, county treasurer, mayor, councilman, school director, and school clerk, and in each and every office he gave the people honest, able, conscientious and efficient service, and it speaks volumes for his character to be able to say, and say truly, that in one of the several offices he filled were his services anything but satisfactory to those he served.

Of the highest integrity, so thoroughly conscientious in all his dealings, that "as honest as Charles Byles" was the highest

certificate you could give a person; with a word of encouragement for those who needed it (and who does not at times?); a hand always open to aid those who needed it; with a fund of sympathy which caused him to grieve with those bereft; with a fortune which enabled him to follow the dictates of his promptings and give largely to all public enterprises; and withal, the fact that he was a thoroughly consistent and honest Christian, such a man could not be taken from any community without leaving a deep feeling of regret and grief over his departure, and especially is this the case here where the great services of Mr. Byles to the people are known and recognized by everyone; where his uprightness of character was such as to form an example to the younger generations, and an admonition to those older.

To very few men are given the qualities of character which enable them to occupy for years as prominent a position as did Mr. Byles, and yet retain the respect and esteem of all in the marked degree in which he did. Montesano indeed loses greatly by the death of C. N. Byles, and The Vidette has never been called upon to chronicle any misfortune to the town which will be more severely felt.

**From: The Baker Family Tree on
ancestry.com, compiled by Judy Root**

Charles N. Byles

The following account of the death of Charles N. BYLES is taken from a Washington paper of date of January 29, 1897.

Mr. BYLES was formerly a citizen of Hopkins County and has many relatives living in the county at this time:

The city flag at half-mast early Tuesday morning announced to the citizens of Montesano that Charles N. BYLES, the founder of the town of Montesano, and her foremost citizen, had passed away. While the announcement had been expected for several weeks, the stern reality caused a no less feeling of profound sorrow at the untimely death of one who had done so much for the community and stood so high in the estimation of all.

Mr. BYLES had suffered from asthma and heart troubles for many years, and many times has been at death's door. Had he given up his interests in Montesano and gone to a different climate a few years ago, his useful life might have been prolonged for many years. But he considered this his post of duty and remained faithful to the end.

Mr. BYLES was seized with an attack of the grip early in the fall; he recovered sufficiently to go to the polls in November and cast his vote for the Republican candidates, as had always been his custom. The diseases which had long battled for his life took a fresh hold, and despite the best of care and most skillful medical aid that could be secured, the end came all too soon.

The funeral services were held at the Methodist church Thursday afternoon, and according to the request of Mr. BYLES, were conducted by his old-time pastor, Rev. W. I. COSPER, assisted by Revs. SMITH and STRYCKER. Despite the terribly disagreeable weather, the church was filled to overflowing. Many were present from other towns of the county to pay their last respects to their esteemed friend. (Source: Madisonville (Ky.) Hustler, Tue, July 20, 1897)

In the fall of 1869, he took up the profession of pedagogue, teaching in a little schoolhouse, which stood in the limits of the present site of Montesano, this was in April, 1870. On the 23d of the following June he

was united in marriage to Elizabeth J. MEDCALF, a daughter of William and Martha (BINNS) MEDCALF, worthy pioneers of Washington.

After his marriage, Mr. BYLES resided on his farm until in July, 1871, when he secured a contract from the United States government as surveyor. His wife acted for him as postmaster, and during the winter seasons he was engaged in teaching. In the spring of 1872 he left his wife in charge of the post office and farm and went on an extended surveying expedition, returning in the autumn to resume teaching. He purchased an addition 160 acres adjoining his farm and carried on agricultural pursuits until 1882. He was appointed deputy county auditor in the fall of 1872, and had served in this capacity one year when he was elected county auditor; he held this office four years, and was treasurer of the county six years, being elected three successive terms; a fourth time the office was tendered him, but he declined. In the affairs of the city he was no less prominent. For several terms, he occupied the responsible position of mayor of the city, and also served several years on the city council. He took an especial interest in school matters and was a member of the school board from the first organization of the district until his death. In the Methodist church in Montesano, he was truly one of the pillars, and was one of the stewards of that organization from its beginning until the present time. The success of these two institutions is very largely due to the faithful and efficient work of Mr. BYLES.

The first bank in Montesano was organized by Mr. BYLES on the first of June, 1887; it was a private institution under the name of C.N. BYLES & Co., with a paid up capital of \$10,000. In April, 1890, the Bank of Montesano grew out of the private bank, being organized with a capital of \$75,000. Mr. BYLES, who was one of the

largest stockholders, was elected president, and except for a few months in 1894, retained that position until his death. The confidence which the public reposed in Mr. BYLES is largely due the fact that the bank came safely through the trying times of 1893. Mr. BYLES was also a stockholder in the Montesano Water company, and a large holder of real estate in Montesano and other parts of the county.

Mr. BYLES leaves a wife and four children-Francis W., assistant cashier in the Bank of Montesano, Annie R., Martha B., and Sarah Naoma. Other surviving relatives are an elder brother, David F., of Elma; two sisters, Mrs. M. Z. GOODELL, of Montesano, and Mrs. D. B. WARD, of Seattle. James BYLES, of Elma, was a cousin of the deceased.

<http://boards.ancestry.com/surnames.byles/22.1/mb.ashx>



**From: Genealogy of Annie Byles Baker,
as added by judybakerroot to her site at
ancestry.com on 22 Feb 2009**

Elma, Washington
October 1, 1946

Rev. Charles Byles, my grandfather, was born in Warren County, Tennessee, August 1809, and when a small child went to live with his grandparents in North Carolina. When twenty years of age he moved to Christian County, Kentucky, and in 1831 was married to Sarah W. Usher. In 1835 they moved to Hopkins County, Kentucky and remained there until 1853 when with his brother, James, and family they started to the Northwest or Oregon Territory. This train was the first to come into Puget Sound Basin directly from the states. They crossed the Columbia River at Old Fort Walla Walla

now Wallula, then on over the Naches Pass - the first train to cross over that route. They arrived in Olympia November 21, 1853 and shortly afterward he took up a claim on Mound Prairie where he worked his farm on week days and on Sundays preached. He would go for miles on foot or horseback but always preached every Sunday. He was a Cumberland Presbyterian minister. He was also a charter member of the A.F. & A.M. Grand Mound Lodge Number 3, having joined in the Madison Lodge in Madisonville, Kentucky in 1840. He died February 26, 1869 at his home on Grand Mound Prairie, leaving his wife, two sons, David F. Byles and my father, Charles N. Byles; two daughters, Mrs. M. Z. Goodell of Montesano and Mrs. D. B. Ward of Seattle. All are now dead.

Grandmother Byles, Sarah Usher, was born October 7, 1811 in Virginia and in 1812 her parents moved to Kentucky where she met Charles Byles. She died January 22, 1883. They are both buried in the old Cemetery on Mound Prairie.

William Medcalf, my grandfather, was born April 10, 1813 in Dublin, Ireland. He was of Scotch-Irish parentage. When five years old his parents came to Canada. His early life was spent as a sailor on the Great Lakes. April 5, 1842 he was married to Martha Ann Binns at St. Thomas, Canada, and in 1845 he moved to Iowa, and in 1852 came across the plains and settled near Chehalis in Lewis County. In 1854, led by an Indian guide, he made his way to what is now Montesano and took up a claim. The Indian War of 1855-56 kept the family from going down for another year. The settlers built a fort or stockade on Mound Prairie called Fort Henness and there the families stayed until the close of the war.

My mother and father were both there and have told many funny stories of the times they had.

In 1857 they left Grand Mound for their new home, going by canoes with Indians for guides down the Black River where Mr. I. L. Scammon had built a little house for his family who had not yet arrived. The claim Grandfather selected was west of Montesano and was known for years the Medcalf farm - now it is in small tracts of homes. They lived there nine months without seeing another white woman or child. Their nearest neighbor was Dr. Roundtree, who lived near Black River and the nearest post office was Grand Mound. The mail was brought to settlers by the Indians who charged fifty cents for each letter or parcel. In seven years a post office was established and was called Scammon's office. Several families had come in the mean time -- Joseph Mace, I. L. Scammons, W. K. Melville, A.F. Smith, A.M. Chalmers, W.C. Carter, and Sam Williams. Church was always held in his home -- the first by Rev. Lippincott and Rev. Charles Byles. He died November 10, 1893. He had two sons, John T. and Edward J. Medcalf and three daughters, Elizabeth J. Byles, Annie M. Smith and Sarah M. Arland, all of Montesano.

My grandmother, Martha Ann Binns Medcalf was born February 23, 1814 near Manchester, England and came to Canada in 1831, where she was married. She died in Montesano October 2, 1880. She and grandfather were one of the first members of the M.E. Church in the Chehalis Valley organized August 19, 1860.

My father, Charles N. Byles, was born in Madisonville, Kentucky, March 20, 1844, and crossed the plains with his family in 1853. He went to school in Thurston County, then to the territorial University at Seattle and to the Portland Business College -- graduated in 1869. He was Deputy U.S. Surveyor and worked with his brother, David, surveying in the summer months and teaching school in the winter. In 1869 he bought the present site of Montesano from a

Mr. King and taught school there in the spring of 1870 and on June 23, 1870 he was married to Elizabeth Jane Medcalf. He bought an additional 160 acres and farmed until 1882 when he plotted the three blocks which lie on the west side of Main Street. In 1872 he was appointed deputy auditor and after serving one year was elected auditor and served four years. He served six years as county treasurer and declined the fourth term. He was treasurer when the county seat was moved from lower Montesano to Montesano and carried the county money -- all in gold and silver -- in a pair of new leather boots. Needless to say, the boots were ruined as there were several thousand dollars. He tied the boots together and carried them across his shoulder. When he got home he had asthma and was never free from it -- said it broke his wind.

In 1886 he organized the Banking House of C.N. Byles and Company and in 1890 it grew into the present Bank of Montesano of which he was President until he died. He was Mayor of Montesano for several terms and was called "Father of our City Schools" having been a member of the Board of Directors ever since their organization. He was a member of the M.E. Church and was Sunday School Superintendent for twelve years and class teacher for twenty-five years. He died January 26, 1897, leaving his wife and four children, Frank W. Byles, Annie Baker, Martha Rosmond and Naomi Hall.

Elizabeth Jane Medcalf Byles, my mother, was born January 22, 1845 at Toronto, Canada and came to Iowa in September 1845 and crossed the plains with her parents in 1852. In 1859 the family moved to Westport so the children, John Edward and Eliza, as mother was called, could attend the three months of school. It was the first school in the county and was taught by Samuel C. Jones. When school was out they moved back to Montesano. Then in the

spring of 1861 they moved to Cosmopolis to attend the three months of school taught by James A. Karr, pioneer of Hoquiam. The next year school was in South Montesano. Later she attended school at Grand Mound and then at Olympia. She was post mistress at Montesano when she was married and carried all the office [sic?] from her parents home to her new home about a mile, in her apron. Mail came first once a month, then twice a month and then as the settlement grew it came once a week. She was a great reader and kept the office so she could have all the papers and the few magazines to read.

Father and mother started housekeeping in a little two room log house where Whiteside's Undertaking Parlors are now, and in 1872 they built a house made of lumber which now stands across from the Presbyterian Church. It was moved when the streets of Montesano were graded. In 1891 father built the big house right on the same spot the log house was. The lumber for the first board house was cut on Cedar Creek at the Armstrong Mill about where the new highway crosses the creek. It was rafted down the creek to the river and on down. She was always a devout Christian, joining the Methodist Church when a young

woman. When Martha was married she broke up housekeeping and made her home with her, where she died May 1, 1922.

**From: The Baker Family Tree on
ancestry.com**

Byles Family Pioneers of Montesano: Jameson Recalls Early Days Here

Added by [judybakerroot](#) on 8 Feb 2008

This article ran with a family photo in the Montesano Vidette, Thursday, Jan_. Typed directly from a clipping of the newspaper found among James Ernest Baker's family memorabilia. Photo of Charles Byles family that was with clipping recorded among Charles N. Byles (and family members) listing pages. (Also on GLO Surveyors Photos)

By Earle Jameson

Of the early day settlers in Montesano there was no more prominent than that of a bearded Kentuckian named Charles Newton Byles and his wife, Eliza Medcalf, daughter of Mr. and Mrs. William Medcalf who had come to the then Washington territory about the time that gold was discovered on Sutter's creek in California. The pioneers of Montesano were English, Scotch, Irish and early-American descent. Isaiah Scammon came from Maine, the Medcalfs, Arlands and hills from England, the Byles and Goodell families from Kentucky, the Luarks from Virginia and Indiana, the Maces from Quaker stock of Pennsylvania and the Gleasons direct as immigrants from their native Ireland.

C. N. Byles had engaged in the mercantile business in eastern Kentucky [Judy Baker Root's Note: This is incorrect because C. N. was only 9



when he made the wagon trip westward; perhaps Jameson is speaking of Rev. Charles Byles, C.N.'s father here]; in Montesano he was to become a builder, financier and banker. His first banking venture was as a partner of John T. and J. Edward Medcalf, his brothers-in-law, and their bank was the ancient Montesano State bank at Main street and Pioneer avenue which is now the Montesano Branch of the National Bank of Commerce.

Son of Minister

The C. N. Byles family were members of the Methodist Episcopal church south. Byles himself was the son of a Methodist minister, the Rev. Charles Byles, who preached at Grand Mound, Peterson's Point and at Montesano in the late fifties. One of the treasured possessions of the C. N. Byles family is the first melodeon brought to the then Chehalis County.

At a recent gathering of pioneers at the home of Fred Rosmond near Oakville, many of the old timers saw this melodeon in the Rosmond living room. One of those visitors said recently that a familiar sight in the early days was the transportation of the melodeon by wheelbarrow to various points in Montesano where church services were being held.

C. N. Byles platted most of the territory which is now Montesano lying north of the Chehalis river and the plats were issued in the names of Byles and Thomas and Joseph B. Dabney. In "The Story of Montesano" written for the Golden Anniversary edition of The Vidette for publication October 12, 1933, Mrs. Flora E. Wartman-Arland gave the wording of the deed which conveyed to C. N. Byles (and his heirs and assigns forever) and a facsimile of the signatures which The Vidette reprinted at that time. The original owners of the land in question therefore the signers of the deed were James

H. King, Simon Feeler, Margaret King and Sarah M. Feeler. The deed was "signed, sealed and delivered" to Mr. Byles in the presence of A.J. Campbell and James Monroe Luark. The date of the transaction was April 9, 1870.

Could Show Temper

While C.N. Byles is described by pioneers who knew him well as a deeply religious man of mild manners, he nevertheless could show temper on occasion. Gordon L. Simmons of Montesano tells the following: "At one time in the early eighties the Montesano town council had passed an ordinance restricting the hauling of wood and other supplies, a business in which I had invested. Two or three other Montesanans who had teams suddenly found themselves in court for a minor violation of the ordinance and Mr. Byles appeared in the justice court of Justice of the Peace Griswold to interpret the intent of the town council. As a matter of fact I think Mr. Byles was at that time the mayor of the town. The charge against the draymen was technical in character, a bit silly in fact, and Mr. Byles told Griswold so in crisp and brisk language in which he pulled no punches. As a result of his intervention the justice of the peace hastily dismissed the case, "with apologies."

There are few of the early day settlers who will forget C. N. Byles during the hard times of 1894 and 1895, often referred to as the Grover Cleveland panic, when everybody was going broke, the banks were calling their loans and dollars were as scarce as hens' teeth. The Montesano State bank under Byles and the Medcalf brothers was a small institution as compared with modern banks and had low capitalization and meagre financial reserves. As a result Mr. Byles at that time was forced to mortgage his palatial

new home at First and Broad streets up to the hilt.

Home Still Stands

It is related by those who can remember that far back that Mr. Franklin L. Carr came to the aid of Byles with a substantial loan in order to tide him over that long-ago depression. Incidentally the old Byles home is still standing, brick chimneys and all, although the lower floors are now used by the Whiteside Company as funeral parlors.

From: “An Illustrated History of the State of Washington”ⁱ, 1893.

C. N. Byles, president of the Bank of Montesano, is a native of the State of Kentucky. He was born at Madisonville, Hopkins County, March 20, 1844, a son of Charles and Sarah (Wright) Byles, natives of North Carolina and Virginia, respectively. When his parents emigrated to the West, leaving their home in Kentucky in the early spring, they took a boat at Henderson, on the Ohio River, went down to the Mississippi, up that stream to the Missouri, and thence up that river. Arriving at Independence, Kansas, they met their son, David, who had preceded them to this place. They remained at Independence until the spring of 1853, when they started to the Pacific coast; their train was the first to go directly to Washington by way of the Natchess Pass, and they were compelled to fell trees, build the road in many places, and ford many dangerous streams; they arrived at Olympia in the autumn. Charles Byles [Sr.] located on a farm on Grand Mound Prairie, fourteen miles south of Olympia, and resided there many years; he served the public in many official positions, and was a man of the strictest integrity.

C. N. Byles, the son, passed his youth on his father's frontier farm, and had only limited opportunities for gaining an education. He was energetic and ambitious, and at the age of seventeen years he began to make his way in the world. He began his career by going to Idaho, where he spent one summer in mining for gold; he then returned to his home and assisted on the farm until he had attained his majority. He then went to Tumwater and secure employment in the tan-yard belonging to his uncle; two years later he joined a surveying party that run [sic] the first preliminary line for the Northern Pacific Railroad from western to eastern Washington; after his return from this expedition he took a position at Port Gamble in one of the large mills as a scaler and tally man, continuing there until 1868. Realizing the need of a more thorough education, Mr. Byles resigned his position and went to Portland, Oregon, where he entered Portland Business College, at which he graduated in 1869. It was not long after this event that he secured a position as Deputy United States Surveyor, and during his term of office he assisted his brother David in surveying three townships in what is now known as Pacific County.

In the fall of 1869 he took up the profession of pedagogue; teaching in a little schoolhouse which stood in the limits of the present site of Montesano. When the school was finished he took the salary he received and the money he had earned at surveying and invested in 160 acres of land, including the present site of Montesano; this was in April 1870. On the 23d of the following June he was united in marriage to Elizabeth J. Medcalf, a daughter of William and Martha (Binns) Medcalf, worthy pioneers of Washington.

Mrs. Byles was born January 22, 1845. After his marriage our subject resided on his farm until in July 1871, when he secured a contract from the United States Government

as surveyor. His wife acted for him as Postmaster, and during the winter seasons he was engaged in teaching. In the spring of 1872 he left his wife in charge of the post office and farm, and went on an extended surveying expedition, returning in the autumn to resume teaching. He purchased an additional 160 acres adjoining his farm and carried on agricultural pursuits until 1882; he was appointed Deputy County Auditor in the fall of 1872, and had served in this capacity one year when he was elected County Auditor; he held this office for four years, and was Treasurer of the county for six years, being elected three successive terms; a fourth time the office was tendered to him, but he declined.

The first bank in Montesano was organized by Mr. Byles, on the first of June 1887; it was a private institution known as C. H. [sic] Byles & Company's Bank, with a paid up capital of \$10,000; in April 1890, the Bank of Montesano grew out of the private bank, being organized with a capital of \$75,000; Mr. Byles was elected president and is one of the largest stockholders; he also holds a considerable amount of stock in the Montesano Water Company; and has large real estate interests in neighboring towns. He attributes much of his success in life to the able assistance his wife has rendered him, preparing field notes in surveying, making his post office reports, and performing every service required in the most satisfactory manner.

Mr. and Mrs. Byles are parents of a family of four children: Frances W., Annie R., Martha B., and Sarah N [Naomi].

David F. Byles (1832-1897)

From: "Biography of David Byles' son, Lee N. Byles, from "Washington West of the Cascades, 1917""^{x1}

Lee N. Byles of Bellingham, has for almost three decades been actively identified with the logging business in Whatcom and Skagit counties. He was born in Lima, Chehalis County, Washington, March 12,



1864, and is a son of David F. and Mary J. Byles. The former was born in Madisonville, Kentucky, in March, 1832, and was there educated but in 1853 crossed the plains with ox team and wagon to Tacoma. He soon afterward settled on a farm at Grand Mound near Olympia, Washington, where he engaged in surveying until 1860. He then removed to Cosmopolis on Grays Harbor, Washington, and there engaged in farming until 1863, when he took up his abode at Elma, Washington, where he secured a homestead. His attention was then given to general agricultural pursuits until 1895, when, having acquired a substantial competence, he retired from active business life and spent his remaining days in the

enjoyment of a well earned rest, passing away in June, 1897.

His wife was born in Hopkinsville, Kentucky, in August, 1832. Under the caption of "Living Pioneers of Washington" Edmond S. Meany, professor of history in the University of Washington, in the Post-Intelligencer spoke of Mrs. Byles as follows: "Mrs. Byles is called 'grandma' by a large number of native sons and daughters of Washington, whose parents were also born in the northwest. She is also known affectionately as 'Aunt Molly' by a much larger host of kinsfolk and acquaintances. She came to Washington territory in the very year of its separation from Oregon, and she has lived here continuously for the sixty-two years since. Her father, Robert T. Hill, was born in Tennessee and moved to Kentucky when only twelve years of age. On attaining manhood he became a Cumberland Presbyterian minister. Her mother, Laretta Meelin, was born in South Carolina, her family moving to Kentucky when she was two years old. When these two were married they made their home near Madison, Hopkins County, Kentucky, and it was there that their daughter Mary was born on August 11, 1833. As a girl in Kentucky she attended the rural schools, but had no other educational advantages. She says: 'In 1853 I crossed the plains with Rev. Charles Byles and family. I came for health, a home and a husband and got them all.' She was married on July 21, 1854, to David F. Byles. Of the nine children four survive, as follows: Luther, of Elma; Lee of Bellingham; Charles of Hamilton; and Thad, who lives near Edmonds, all in the state of Washington.

Mrs. Byles was a member of that famous company that in 1853 was the first to cross the Cascades by way of Naches pass. She says that trip over the mountains was 'not a panic by any means.' David F. Byles was a surveyor and farmer. They lived in Thurston County for several years, part of the time in

Olympia, where Mr. Byles was employed in the land office. They next moved to Cosmopolis, Chehalis (now Grays Harbor) County. In 1861 they took up a homestead and later a preemption claim near where Elma, Grays Harbor County, now stands. Reclaiming wild land into a farm at a time when Indians were still numerous gave rise to experiences similar to those encountered by many of the real first settlers. Her present home is with her son, Lee Byles, 331 South Forest Street, Bellingham, Washington. She has always been a devout Christian, and she now says without complaint or regret: 'My work is almost done! "

Lee N. Byles attended the public schools of this state and the University of Washington until 1882, after which he became a student in 'Willamette University at Portland, Oregon, devoting a year to the study of law there. He then went to Grays Harbor, where he engaged in the logging business until 1888, after which he removed to Whatcom, now Bellingham, where he has since been engaged in the logging business, his operations being in Whatcom and Skagit counties. He is an active factor in that field of labor and his efforts have been attended with a substantial measure of prosperity, for he displays sound business judgment and unfaltering industry and determination.

In Bellingham, in October, 1893, occurred the marriage of Mr. Byles and Miss Mabel Hancock and they have become the parents of two children. Helen, who is a graduate of the Bellingham public school and the high school, the University of Washington and the State Normal school, is now a teacher at the Lowell Grammar School of Bellingham, of which her sister Mildred is now a pupil.

Fraternally Mr. Byles is connected with the Benevolent Protective Order of Elks and the Knights of Pythias. His entire life has been passed in Washington and as a representative of one of the well known

pioneer families and as an enterprising business man he well deserves mention among the makers of western Washington.



Alexander Russell Campbell (1851-1937)

From: "History of Whatcom County,"^{xii} Vol. 2, 1926.

Alexander Russell Campbell, dean of civil engineers in this section of the state of Washington, has been a resident of Whatcom County for almost forty years and has been a witness to and a helpful participant in the development of this region. As county engineer during the time the "lines" were being definitely and permanently established here and as city civil engineer back in the days before New Whatcom and Fairhaven had settled their rivalry by becoming consolidated as Bellingham he did a useful work in the definite establishment of the city and his name ever will be connected with the history of the rise and progress of this community. In his private capacity as an engineer Mr. Campbell has specialized in the engineering features of the fisheries and has for many years been recognized as one of the leaders in his profession on the coast.

A native of Canada, he was born in the province of Nova Scotia in 1851, was reared amid a favorable social environment, given a college education and became a competent civil engineer, a profession he ever has followed. In 1876, when twenty-five years of age, he came to the Pacific coast. In

1883, he located in Seattle and began to take a hand in the engineering problems which confronted the people there in those days of feverish development. In 1888, when growing settlement along the bay in connection with the development of the lumber and fishing industries began to present engineering difficulties which required expert attention, he came here, arriving on September 1, and opened an office. His services immediately were in demand and it was not long until he was well established here, presently was called into public service and as county engineer and city civil service engineer rendered permanent and valuable aid.

In 1886, at River John, Nova Scotia, Mr. Campbell was united in marriage to Miss Catherine A. Sutherland, also a native of Canada, and they have a pleasant home in Bellingham. Mr. and Mrs. Campbell are members of the Presbyterian Church and are Republicans. Mr. Campbell is a member of the Bellingham Kiwanis Club, whose motto is "We Build," and has ever been a helpful promoter of the interests of his home town.

Henry Carr (1856-1932)

**From: Polk County, Oregon
Cemeteries Website**

OCCUPATION: Farmer; Civil Engineer
BIRTH PLACE: Prairie De Long, Illinois
DEATH PLACE: Eola, Polk Co., Oregon

NOTES:

OSBH DC (Polk County 1932) #86 - Henry Carr, male, occupation civil engineer, married (Mattie I. Carr), b. in Prairie De Long, Illinois, d. 13 Sept 1932 in Salem (Rt. 2), at the age of 75 ys 10 ms 8 ds, resident of the area for 9 yrs, interment Burch,

informant Mattie I. Carr of Rt 2, Box 156, Salem.

1900 WA CENSUS - Henry Carr, age 43, occupation farmer, b. Nov 1856 in Illinois, is enumerated with his wife of 9 years, Mattie T., age 34, mother of 4 children none of whom are living at the time of the census, occupation teacher, b. Nov 1865 in Iowa, (father b.. Mass, mother b. Iowa)

1920 OR CENSUS - Henry Carr, age 63, occupation teamster, b. Illinois, (father b Ill, mother b SC), is enumerated with his wife Hattie I., age 54, occupation teacher, b. Iowa, (father b. Mass, mother b. Iowa), along with daughter Vivian, age 18, b. Washington.

SPOUSE - Henry's wife Mattie died 3 Aug 1949 in Polk Co., and was cremated (OSBH DC 1949 Polk County #9297); her obit (OS 5 Aug 1949, 5:8) says she married Henry Carr on 10 Apr 1891 at Conconully, Washington.

OBITUARY: While working in the Williams hop yard in the Eola district early Tuesday morning, Henry Carr, 75, suddenly died from heart trouble before the Salem Taxi company ambulance summoned could reach the scene. He had been in excellent health. Mr Carr was a resident of route 2, box 156. Surviving relatives include his widow, Mrs Mattie I. Carr; one daughter, Vivian F. Carr, English teacher at Leslie junior high; and one brother, James Carr of East St Louis, Ill. Private funeral services will be held from the chapel of Clough-Barrick Company, Church at Ferry St. on Wednesday with Martin Ferrey as the officiating minister. Friends are requested to please omit flowers. The interment services at the Rickreall cemetery will be private.

Capitol Journal, Tuesday, 13 Sep 1932, 9:7-8

Died at Eola, Sept. 13, Henry Carr, aged 75 years, resident of route 2, Box 156, Salem. Survived by widow, Mrs. Mattie Carr, of route 2, Salem. One daughter, Vivian F. Carr of route 2, Salem; one brother James Carr, East St Louis, Ill. Private services from the chapel of Clough-Barrick Company, Church at Ferry street, Wednesday, September 14. Dr Carl Gregg Doney of Willamette University officiating. Private interment at Rickreall cemetery. Please omit flowers.

Oregon Statesman, Wednesday, 14 Sep 1932, 5:2

INSCRIPTION:

No Marker

SOURCES:

1900 WA CENSUS (Okanogan Co., Winthrop, ED 43, sheet 11A)

1920 OR CENSUS (Lincoln Co., Waldport, ED 262, sheet 1A)

OSBH DC (Polk County 1932) #86

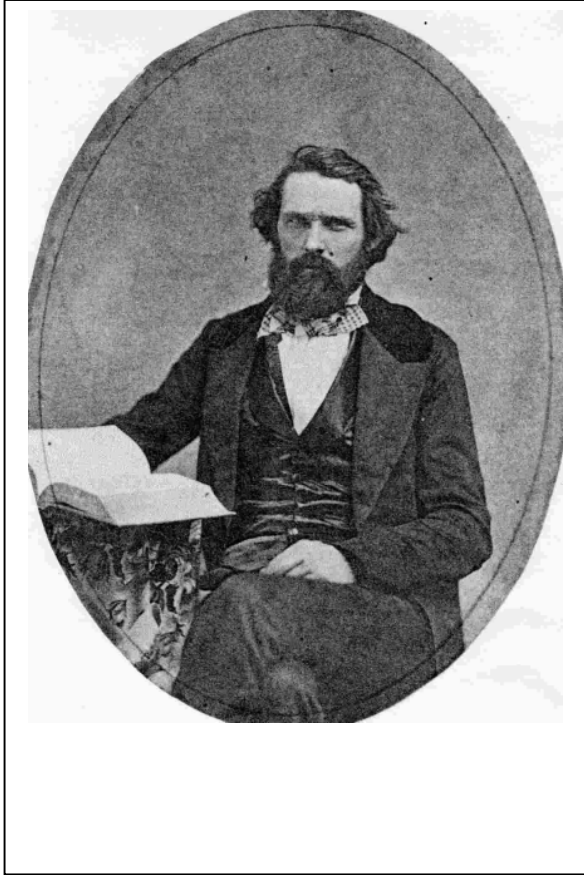
CJ 13 Sep 1932, 9:7-8

OS 14 Sep 1932, 5:2 ROW:

Lafayette Cartee (1823-1891)

From: "Pennsylvania Biographies"^{xiii}

Lafayette Cartee, son of John L. and Seclendia Cartee (Cartier), was born in December, 1823, in Tioga County, N. Y.. In 1825, he was brought by his father's family to Coudersport, and here he lived until 1843. He was almost self-taught, having very limited opportunities of attending school, even after the opening of the academy in 1840. In 1844 he traveled west, and late in



the same year became principal of the high school at Newport, Ky., a position he filled for two years. In 1846 he entered St John's College, Cincinnati, as professor of mathematics and civil engineering, but failing health compelled him to resign in 1848, and in November of the same year he took passage on board a sailing vessel, bound for San Francisco, a sea-voyage being recommended by his physicians.

Reaching San Francisco in June of the following year, he found himself much improved in health. In California he spent a few months, and then went to Oregon, locating in Oregon City, where he remained some years. He was a member of the first territorial legislature, was speaker of the house the second term, and during the following few years he was engaged in surveying and engineering.

In the fall of 1855 he returned to Potter County, Penn., and was married during the ensuing winter to Miss Mary Bell, of Ceres,

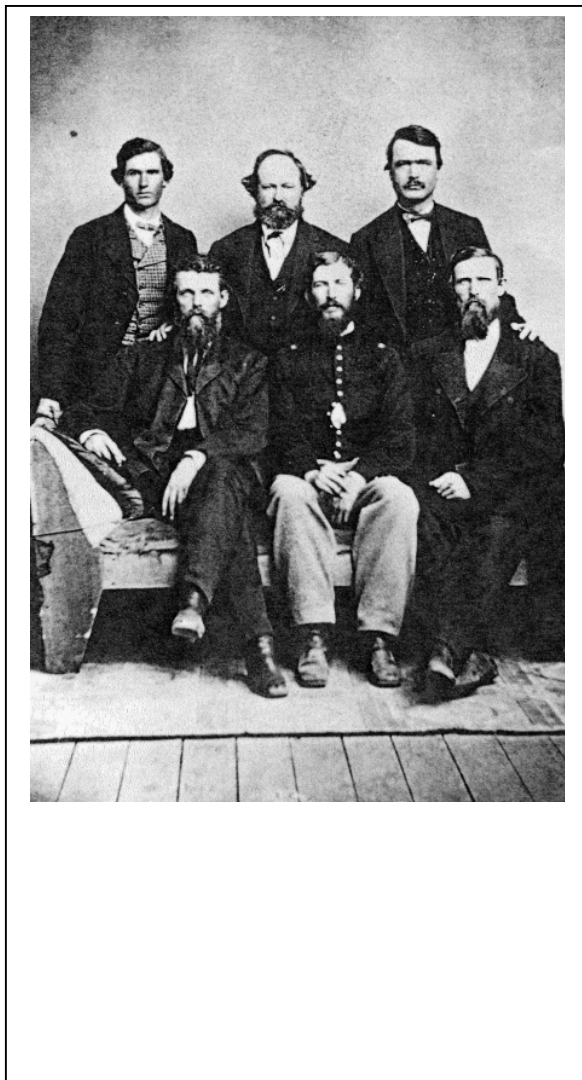
McKean County, who died at The Dalles, Ore., in December, 1862.

By Jerry Olson:

When Cartee arrived in Oregon City, he established an engineering and surveying business, and certainly, some of his projects were the notification surveys required of settlers attempting to secure rights under the new Donation Land Claim Act. There is a record of Cartee performing at least one of these surveys in 1851 near downtown Portland.

An educated professional had an advantage in the local society, where Oregon City was the seat of government in Oregon. By 1853, Cartee was in the Territorial Legislature, and by 1854, he was Speaker of the House. As a Democrat, he was also in the currently correct political party. On February 12, 1853, he signed Claim Contract 5 with the Oregon Surveyor General, John Preston, a Whig, for the survey of 28 land claims near Oregon City. On April 25, 1853, he added Claim Contract 9, also with Preston. These surveys were not as political as the township surveys, because the settlers may have had a say in recruiting their Deputy Surveyor. March of 1854 brought Contract 42 of five original townships ranging from Camas, Washington south to Estacada, Oregon, this time authorized by the new Democrat Oregon Surveyor General, Charles K. Gardner. He also received Contract 59 from Gardner for five townships adjacent to the ones in Contract 42. That survey began in September of 1855 after he returned from getting married in Pennsylvania.

One of the young men he trained was Ezra Timothy Taft Fisher, the son of a claimant whose land claim he surveyed. Fisher worked quickly from chainman to compassman to a U. S. Deputy Surveyor on his own. Fisher would have a distinguished



surveying career, partly in the role of Linn and then Clackamas County Surveyor. Also, on the first contract, Cartee hired David Preston Thompson, who would also rise up the ranks quickly to compassman and then U. S. Deputy Surveyor, and ultimately to Territorial Governor of Idaho and Minister to Turkey. One always wonders how much of the work the Deputy Surveyor turned over to these competent assistants.

From 1856 to 1859, Cartee was absent from GLO surveys under the term of John Zeiber as Oregon Surveyor General. When contracts were offered on the East side of the Cascades, he returned with Cont. 86 for 10 townships near Hood River, Cont. 88 for 2 townships south of Hermiston, Cont. 94 in

1860 for 2 townships, Cont. 96 for 5 townships south of Hood River, and Cont. 98 of 7 townships near Maupin, all awarded between November, 1859 and July of 1861 by Democrat Surveyor General William Chapman.

The Surveyor General gave Cartee a contract in 1860 for surveys in the Deschutes River valley (Num. 98). This contract was completed and then extended by the Surveyor General to survey an additional 300 miles of line. After the work was finished, Surveyor General Chapman was replaced by Republican B. J. Pengra, leaving Cartee without payment of \$3033.50 unless specifically appropriated by an Act of Congress. It is unknown whether he received the money.

The rapids at Cascade Locks posed a significant obstacle to the passage of passengers and freight on the Columbia



Figure 25. Lafayette Cartee. (Photo Courtesy of the Idaho State Historical Society, 74.50.3)

River. The Bradford Road (railroad) was constructed on the north shore from present North Bonneville to Stevenson. In 1862, the Oregon Railway and Navigation Co. began construction of a railroad on the south shore to also bypass the rapids. The terrain was very difficult with rock cliffs and large boulders prevalent. In 1862, Cartee was hired to act as engineer and superintendent for the construction of this road.

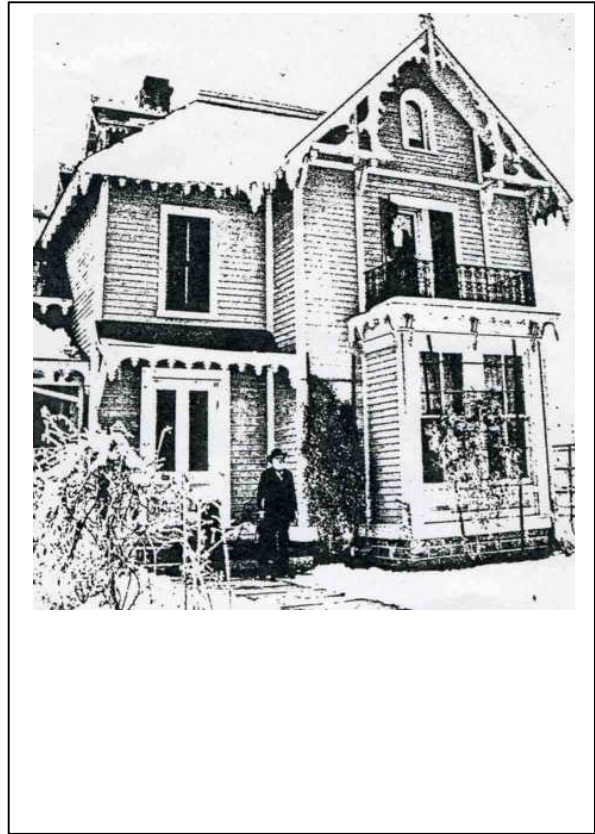
It was about this time that Cartee's wife died in The Dalles, which was where most of his work had been centered at the time. He finished what was in progress and removed himself to Idaho in 1863. Many years later he sent his fourteen year old son Ross to bring Mary's body to be interred in Pioneer Cemetery in Boise.

He built Idaho's first sawmill at Rock Bar, and in 1866 was appointed Idaho Territory's first Surveyor General by Democrat President Andrew Johnson, serving through many Republican Regimes until approximately 1880. During his term as Surveyor General, his old employee on his GLO Contracts, David P. Thompson, was appointed Territorial Governor of Idaho, serving only 2 years, 1875-1876.

From: "Idaho State Historical Society, Reference Series"xiv

Cartee married Mary Bell at Ceres, Pennsylvania, in 1855, and they had four children: Carrie (later Mrs. Fremont Wood), Ella, Ross and Mary. After his wife's death in 1862 at The Dalles, Cartee came to Idaho. He erected the first sawmill at Rocky Point Bar in 1863, and attempted to bring in the first quartz mill, but the freight train was reportedly attacked by Indians, and the mill was abandoned. He brought his family to Boise, building the city's first greenhouse in 1871. For the next twenty years he imported trees, flowers, and shrubs from the Eastern United States and from China, India, and

Japan. Bringing tender trees and plants to early Boise was a major and risky undertaking, as they could be shipped by rail only as far as Kelton, Utah, then had to be hauled by freight wagon. Cartee planted most of his twenty-four acres between



Grove Street and the river, and grew enough fruit and vegetables to produce 30,000 cans a year in his cannery. His nursery and orchard were important sources of plants and trees for many Boise Valley growers between 1870 and 1890.

Lafayette Cartee, who possessed the seemingly contradictory titles of "General" and "father of the nursery business in Idaho," died in Boise on September 2, 1891

William Williams Chapman (1808- 1892)

From: "History of the Pacific Northwest, Oregon and Washington,"^x 1889.

COL. W. W. CHAPMAN. - It has frequently been remarked, that while many men of great fame, and a deservedly wide reputation, cannot lay their finger upon



a single public act that they originated, others whose names are less known can count by the score the progeny of their brains, now alive and active in the affairs of the world. Of the latter class is Colonel Chapman of Oregon. There are few men in America, even among those esteemed great,

who have originated and carried to completion a greater number of particular acts of large scope and general beneficence. Many whose names appear constantly in current literature can point to no policy or institutions established by themselves, while he has been the projector or formulator of measures which have become established from the Atlantic to the Pacific, having launched them in complete form upon the sea of political or judicial activities. This is a broad statement, but is fully borne out by an investigation of the facts.

The Colonel is a man who works unostentatiously, relies little upon public enthusiasm, and never resorts to the noisy methods of the demagogue. He prefers to bring together forces already in operation, and to change their current not so much by agitation, or even by persuasion of public men, as by the inevitable movement of human tendencies. On account of this manner of working, what he performs may be accomplished before the public know anything of it; and his name may scarcely appear. While thus deep, it scarcely need be said of him that he has never reached his ends by the improper use of money, or by any method approaching chicanery. He has ever been perfectly honorable, and although able to keep his own counsel like the Sphinx, relies at the last upon the simple justice and rights of the case. His ability lies in arranging matters so that they will come to a head just at the right capacity for reading men's motives, and measuring their power, gives him ample time to prepare work for them to do, and shape matters so that they will naturally fall in with his plans.

The story of his life is chiefly the enumeration and record of his public endeavors, since he has lived almost wholly in the activities of the community or state where he has resided, and has followed principally public movements, not only not giving attention to the accumulation of a

private fortune, but even giving away, for the sake of public increase, property that now in its individual segments is worth a number of fortunes.

As some guide to the reader's thoughts, let us here enumerate the famous acts in which Colonel Chapman has taken a prominent or controlling part. Beginning with his life in Iowa, we find the following: The settling of the boundary between that then territory and Missouri; changing the fight of state land from internal improvement to the use of public schools, a policy which has been copied into every state constitution since; framing the provision in the Iowa constitution for the election rather than the appointment of judges, a policy which has become almost universal in the United States; and the first suggestion of a standing pre-emption law for the relief of settlers. In Oregon we find that it was due to him as at least one among three, and as the originaive mind of the three, that Portland became the metropolis of the Pacific Northwest; that the Oregon & California Railroad was determined by him to become a road for Oregon as well as for California, and to be above the possibility of extortion or discrimination; and that he made it possible for Portland to have transcontinental railroad communication. With these as guiding points, let us now proceed with the plain story of his life, and make good these broad statements, not with any purpose of lauding a man who cares but little for, and is in little need of, praise, but with the simple aim of tracing these public acts of great weight and moment to their source.

William Williams Chapman was born at Clarksburg, Virginia, August 11, 1808. At the age of fourteen he suffered the death of his father, and was thenceforward thrown chiefly upon his own resources, although assisted to some extent by a kind brother and faithful mother. After obtaining what information and mental discipline was to be

gotten at the public school, he secured a position in the office of the clerk of the court of which the eminent jurist Henry St. George Tucker was chancellor. In these endeavors at self-improvement, he was much encouraged and indeed assisted by a kind lady, Mrs. Schon, mother of the eminent Methodist minister of that name, who, noticing his studious habits, directed the servants to keep well warmed and lighted the room that he occupied. He also was given free access to the libraries of the noted members of the bar in that city.

Receiving in due time, from Judge Lewis Summers, Daniel Smith and Chancellor Tucker, his license to practice, he at once took up his residence at Middleburn, Tyler county, Virginia. The spring following, 1832, he was married to Margaret F., daughter of Colonel Arthur Inghram, a farmer of means, and also a leading gentleman and public man, who served twenty years in the legislature of the Old dominion, and afterwards removed to Illinois, but made his last home in Iowa, where he died.

In the autumn of 1833, Mr. Chapman went to McComb, McDonough County, Illinois, and in the spring of 1835 moved out to Burlington, in the "Black Hawk Purchase," now a part of Iowa. Those were early times for even the Mississippi states; and this region was then reckoned as a part of Wisconsin, and was attached to the territory of Michigan. It may be inferred that Mr. Chapman was a man of mark, with a penchant for forming new society, or he would never have been in that new country with his large legal acquirements. This presumption is confirmed by the fact that we find him the next year appointed prosecuting attorney by John S. Horner, acting Governor of Michigan. In 1836 he was appointed by President Jackson United States Attorney for the territory of Wisconsin, established upon the admission of Michigan as a state. The

most exciting litigation of the time was with reference to "jumping" land claims. The settlers had a court of their own before which jumpers were tried, and by it summarily ejected from their hold, if found guilty. Mr. Chapman proved to be on the side of the settlers, defending a body of them before the court. Military officers and men, including General, afterwards President Taylor, and Jefferson Davis, his son-in-law, used in those days to come around sometimes to remove "squatters," as the settlers were contemptuously called. That was before the present land laws; and the public domain was opened to legal settlement only as thrown open by proclamation of the President, who sometimes proceeded upon the idea that new land should not be settled up until all the "offered" land was occupied; while the settlers preferred to live and take land where they pleased. On account of his friendship, the Iowa settlers were willing soon after to and did send Mr. Chapman as delegate to the United States Congress.

In 1836 he removed to Dubuque, and in 1837 removed back to the neighborhood of Burlington. In 1838 Iowa was set apart as an independent territory, through the efforts of G.W. Jones, delegate from Wisconsin; and, upon the election held September 10th, Mr. Chapman was found to be successful over three other candidates. In Congress he became very active, the first bill prepared by him being for the opening of a military road from Dubuque through Iowa City to the southern boundary of the state, for another to run from Burlington west, and for still another to run east and terminate at De Hague, a place in Illinois. It was essential to get this road to the latter place in order to cross the extensive low bottom lands on the east or Illinois side of the Mississippi river, which were flooded with water during the summer freshet. On account of the opposition of Van Buren to internal

improvement in the states, Chapman omitted to mention in his bill that De Hague was in Illinois; and the President, not being aware of this fact, signed the bill contrary to his own policy of non-interstate improvement.

In 1836, at an election in Dubuque County, Wisconsin Territory, now a part of Iowa, W.W. Chapman, then twenty-six years of age, was elected colonel of the militia by a most flattering majority, which was particularly gratifying to the young man from the fact that his acquaintances had made him believe that they were all voting against him, some telling him that he was too young and inexperienced and he overhearing others saying, "It won't do, he is too young," etc.; but when the votes were counted, and he found that he had received the almost unanimous support of the electors of his township, he too felt able to enjoy the joke. His commission as colonel, issued December 2, 1836, is signed by "H. Dodge, Governor of Wisconsin Territory," and attested by J.P. Horner, secretary of that territory. Colonel Chapman qualified December 30th of the same year, by taking the oath of office before Warner Lewis, "a justice of the peace in and for Dubuque County." The Colonel still preserves this commission and, among others, his commission as United States attorney for the same territory, signed by the great Andrew Jackson.

In the matter of the boundary, the act creating Iowa as a territory fixed the northern boundary of Missouri as the southern boundary of Iowa. One point determining this line was the Des Moines rapids. Missouri, anxious to acquire a large tract to the north, claimed that these rapids were in the Des Moines river, while Iowa claimed that the rapids meant were those in the Mississippi river, above the mouth of the Des Moines, bringing the line some twenty or thirty miles farther south. Governor Lucas of Iowa; advising with Colonel Chapman,

promptly occupied the disputed territory with militia, in order that Missouri might not be first on the ground, as it would be difficult to oust a state from her actual holding, while a territory might be easily cut up. Missouri hastened to send up her troops, but found the field already in possession of Iowa; and Chapman rode out and advised a stay of all proceedings, and that the contestants should await the action of Congress and of the Supreme Court; whom he would soon visit. Missouri felt reasonably confident, as she had Benton and Linn in the Senate and three able men in the House at Washington, while Iowa had but one unknown delegate. But when the tug of war before Congress came, Chapman was able to present a mass of testimony to the House, from the writings of French missionaries and others, showing that the Des Moines rapids were in the Mississippi river. Seeing the case going against them, the Missourians hastened to get a bill into the Senate in their favor; and Doctor Linn was pushing this measure with all the vim of his great abilities. It was then, as it is still, unparliamentary for a member of one House to interpose in the proceedings of the other; but Chapman, although then a young man of about thirty, felt no hesitancy in honoring this custom in the breach, and sent a written communication to the Senate, protesting against the action of Senator Linn in bringing forward the question of boundary in a body where Iowa had no representative, and referred them to the fact that this question was then pending in the House. As a result of this communication, action in the Senate was stayed. While the decision was still in suspense, private overtures were made from the Missouri members to persuade the Iowa delegate to unloose his grip and Benton proposed to Chapman, if he would yield, to grant great favors and an early admission of Iowa into the union. But in reply to all of this Mr. Chapman could

only say that he was intrusted by the people of Iowa to hold their line as claimed by them; and this eventually prevailed.

As to his suggestions with reference to a permanent pre-emption law, it is to be remembered that in the former times there was no regular or legal way for the settler to acquire public land wherever he might choose in the United States territory; and it was customary for Congress to pass a bill from time to time granting existing settlers the right to pre-empt the lands which they might have occupied. This was a cumbrous and in many cases a dilatory way of granting title to settlers; and it was while a bill to grant a special pre-emption was before Congress that Colonel Chapman proposed a standing law providing for pre-emption, to be a permanent arrangement for prospective as well as actual settlers. The idea was novel, and met with some ridicule, but has now become so much a part of the land policy of the government that it seems as if it must be almost as old as the statute-book itself.

In 1844 Colonel Chapman was chosen a member of the state convention to prepare a constitution for Iowa, and originated the measure to transfer, in the face of the act of Congress, the grant of five hundred thousand acres of land to the state for internal improvements for the use of schools. Such a proposition was then unheard of, but has become the policy since followed by all the new states. He also proposed the measure providing for the election of judges, which when then wholly an innovation; and, although there has been much question of its wisdom, it is a policy that has extended wholly over the West, and to the East in many instances. Colonel Chapman is himself a firm believer in the usefulness of the plan; for, while the judges are thus more subject to the entanglements of politics, they are also more immediately

responsible to the people, and are removed from executive or legislative patronage.

Although having accomplished so much for the young State of Iowa, and having become so well known among her citizens, with a large future opened to his enterprise and ambition, he was led by a spirit of adventure, and perhaps even more by the underfeeling that his greatest strength in establishing and formulating principles for future states, to seek a new field where political and business forces were yet in embryo, and determined upon Oregon as the most promising field for his endeavor. The choice has been most fully justified by the result. On or about the 4th of May, 1847, from Oskaloosa, Mahaska County, Iowa, Colonel Chapman and family set out for their journey across the plains to Oregon. The family consisted of himself, his wife and seven children, five boys and two girls, Sarah Eveline, thirteen years old; Thomas, eleven years old; Arthur I., nine years old; James Grimes, seven years old; William Warner, five years old; Mary Catherine, three years old; and Houston I., seven days old. Their mode of conveyance was by two good ox-teams and wagons, one being a family wagon and one for provisions, which also served as a sleeping-place for two or three of the boys. The family wagon was conveniently arranged, having a long body with a jut-over on each side, to which the boys for the cover were attached, and upon which springy boards were placed to serve as a support for the bed in which Mrs. Chapman and the babe were accommodated. A neighbor emigrant lady, looking upon the baby, exclaimed, "Why, Mrs. Chapman, do you expect that little one will ever get to Oregon?" To this Mrs. Chapman, pressing the boy to her bosom, replied: "Yes. If I get there, it will."

In arranging for emigrating across the plains, an unbroken Indian country from the Missouri river to the Pacific Ocean, the

thought of danger from Indians was most prominent before entering their country, hence the large trains and consequently increased bands of stock. Before starting from the Des Moines River in Iowa, the number of wagons and teams of the emigrant train, including the Chapman family, had reached nearly one hundred, and had become such an obstacle to travel that the emigration was about a month in crossing a corner of Missouri to St. Joseph. It was customary, when about to launch onto the plains, to conduct an investigation so as to ascertain who were, and who were not, reasonably prepared for the journey, so that there should be no imposition of unnecessary burthen upon the company. Upon this occasion there was a man in the train who, with little more than himself and wife, had a splendid ox-team, indeed, the finest in the company or anywhere upon the route. This man objected to many as unprepared for the journey, saying that every man must help himself and nobody else, as he would do. Notwithstanding this man's assertions, all were permitted to enter upon the journey. There was also another rule observed in traveling, that he who traveled in front to-day must go behind to-morrow. The man with the good oxen kept half of this law; he went in front all the time, always joining the train in time for camp.

From St. Joe the large train moved slowly on for a short time, when it was found that the number of wagons and stock so delayed their movements that it was absolutely necessary to effect a division, and to separate the great train into small companies. This being accomplished, the several parties moved on rather more rapidly, with the well-prepared independent man still in the lead. As the number of emigrants diminished, the fear of Indians seemed also to grow less; and the company moved out earlier in the morning and proceeded with greater rapidity, with the

independent man always ahead, to the annoyance of the whole party. After some days, the fear of Indians seemed to have vanished, although prudence required proper guards against thieving Indians, as was evidence by the great care which an esteemed and prudent lady took of her mare and colt. Having tied a rope to the mare's neck, she carried the end of the rope into the covered wagon and made it fast to her garments. Having put down the wagon cover and lighted a candle, she sat late knitting and complacently watching the rope end, when, some disturbance arising outside, she drew upon her cord; and what does the reader suppose she drew into the wagon About two feet of rope. The Indians had cut the rope, and with the mare and colt silently stolen away.

While yet early in the period of the journey, another division took place, still further reducing the numbers of the respective parties. This time Mr. Frederick moved out; and Colonel Chapman, the Starrs and Belknaps and others followed after, but always with the man of independence in the lead. Everything moved on smoothly for days, until one beautiful afternoon on the Platte, the sun shining brightly and the train moving steadily forward, all at once one wagon came to a halt; and soon the whole train halted, fearing that an accident had happened. The truth was soon ascertained to be that the lady who had made the anxious inquiry of Mrs. Chapman had just presented her husband with a bright, young baby, and that mother and baby were doing well, the mother in the full belief that if she got to Oregon the babe would get there too; and so they all did.

At the crossing of Green river one small family had a narrow escape from drowning. The gentleman with the good team was of course in advance, caring nothing for those behind. The train reached across the river,

which was high; and there was a deep pool immediately below the crossing. An old man and his wife occupied a wagon having two yoke of oxen. About midway of the river, something frightened the lead oxen; and they turned short around upon the upper side of the tongue cattle, and were likely to turn oxen, wagon and occupants over into the boiling flood. Colonel Chapman had a yoke of leaders which he often rode through the rivers, and, seeing the danger, jumped onto the near one, threw the chain across their necks, reached the unruly team, hitched onto them, and brought oxen, wagon, and occupants safely to shore. The gentleman often repeated an account of the circumstances which led to his perilous conditions, describing the situation, and always closing with the words, "And there was Polly; and she couldn't swim a lick!"

The emigration pressed forward until they reached a trapper living upon the present site of Pocatello. Here they met the noted Jack Harris, who represented that the southern route was preferable on account of grass and water, and that there was less danger from the Indians. He instructed the company always to keep the Indians at a distance, and allow of no close friendship, as they would take advantage of it. The company consented to take the southern route. On the head of Mary's or Humboldt River they suffered an attack upon the cattle by the Indians; but nothing serious resulted.

Between what is now Winnemucca and Goose Lake is a piece of very rocky road. Here the man with the good team was as usual considerably ahead, and going pretty fast, when suddenly down came his wagon in the road. The rapid driving over the rocks had broken off the spindle. He sat upon the corner of his wagon presenting the most despondent appearance, while the train came up within a few minutes, and, instead of stopping, passed around without a word being uttered. Immediately the road led the

train over into a deep hollow out of sight of the man. He thought he was left in the boundless wilderness, a prey to wild beasts or more savage Indians, a fate his selfishness richly deserved. But, under the directions of the good leader, all stopped. Mr. Frederick, being a mechanic, now took two or three other good men and went back and brought the independent man and his wagon into camp. What does the reader suppose were this man's thoughts when the train passed on out of sight? Some idea may be formed from what occurred afterwards. It was a practice with emigrants, when a wagon or any attachments were abandoned, for each to select a part that might become useful in an emergency; and in pursuance of this economy the leader, Mr. Frederick, had hung under his wagon a piece of an axletree that just suited in this case, and with which he mended and repaired the broken piece. This being done the train moved on, with the man of independence in the rear for the rest of the day. For the remainder of the journey no man was more obedient to the rules of travel, or more ready to lend a helping hand, than this man who cut such an unfavorable figure at the outset. Those whom the afflicted man at first took to be as priests and Levites, passing by on the other side, nevertheless returned as good Samaritans and made him whole, and sent him on his way rejoicing.

About the first of November the company camped just below the narrows of Rogue river, at the head of a small prairie. A great many Indians came in and were quite friendly. In the morning the company had about them crowds of Indians, men, women, and children. The emigrants were yoking up their teams near to their fires and cooking utensils. An Indian came along by the spot where a man was yoking up, and near him was a skillet containing some bread. His request for bread being refused the Indian kicked the skillet over; and the man struck

the Indian with his ox-bow, and straightway there was mischief afoot. The Indian warriors gathered in a crowd of fifty or sixty, with bows and arrows threatening to shoot. The Indian women and children disappeared; while it was all the old chief could do to prevent an attack at once. Emigrants were yoking up with guns on their shoulders; but the leader, Mr. Frederick, got onto his horse and rode over into the crowd of Indians; when the Indians took his horse by the bridle, compelling him to dismount. By signs, Mr. Frederick explained that the Whites wanted to be friendly, and were going to a far country. This pacified the Indians, and peace offerings were exchanged. Who can tell of a braver act than Frederick's? After this thrilling incident, the company moved on; and the chief took Mr. Frederick down to his fish trap, and as a token of friendship gave him a salmon. He also appointed four Indians to accompany the train to the boundary between the Rogue River and Umpqua Indians. In addition, the first night after the trouble, he went into the mountains and killed deer and gave them to the emigrants. The four Indians accompanied the train, and often picked grapes and gave them to the travelers.

Arriving at the summit between Rogue River and Umpqua river, which was the boundary between the two nations, the four guards bade the emigrants a friendly good-by and started back; and the company moved on without any occurrence of note until they reached the crossing of the Umpqua. Here they found the river too high to ford with wagons; and Indians with two canoes were secured to ferry them over. This was done by unloading and standing each wagon lengthwise in the two canoes. The landing was opposite a high bank; and the vehicles had to be hauled up with teams. When but two wagons remained to be crossed, a wagon just reaching the top of the

bank broke loose and ran back on the canoes, splitting one from stem to stern. This caused a disturbance among the Indians; and they went away, but came back in two or three days and resumed work, putting the remaining two wagons over. This same civilized Indian stole that night a horse, saddle, overcoat and sundry other things of Mr. Chapman. This horse the Colonel found six years later at Fort Umpqua in possession of old John Garnier, the keeper of the Hudson's Bay farm, who promptly returned the horse to Mr. Chapman on learning that it had been stolen.

The company crossed the mountain into the head of the Willamette valley amid rain and snow, and made an early camp for the night. The next morning they found a small creek to cross near by. Its banks were about two feet high and filled with water. Wagons had cut a narrow way into the creek; and the off-wheel oxen of Colonel Chapman's team were passing down into the creek, when the lead oxen rushed ahead, drawing the tongue around, causing the off fore wheel to go down, while the near wheel was on the bank, and thereby overset the wagon into the creek, filling the fore end of the wagon and the bows with water. The neighbors quickly turned the wagon back; and the water ran upon everything within. The remarkable fact was that Colonel Chapman had driven entirely across the plains without ever stalling or upsetting, and here at the head of the Willamette, upon a dead level, had upset his wagon and family into the creek. but all got out safely, and in due time, on the evening of the 13th of November, 1847, reached Mary's river, near what was then called Marysville, now Corvallis, Benton county. The small company as it was then, consisting of the Chapmans, Gilberts, Starrs and Belknaps, here came to a stop, it being substantially their journey's end.

Illustrative of the great difficulties of a journey with a family across the plains may

be mentioned the illness of Mrs. Chapman and her children. In the Klamath country Mrs. Chapman, in order to give assistance to a sick woman, entered her wagon. After a little while she made inquiry as to the cause of her sickness, and was informed that she had the measles. This was a surprise and a source of anxiety to Mrs. Chapman, since she had not had this disease herself, and that she should have it now was inevitable. Neither was there hope of escape for the little baby or any of the children; for not one of them had ever been affected. Mr. Chapman alone of the whole family escaped the affliction. This exposure was moreover needless, had the prostrated woman known her ailment, as it was in the power of Mrs. Chapman to have assisted this woman without going into the wagon; and, besides this, there were undoubtedly others not liable to contract the disease who would have readily, as they did afterwards, afford all necessary aid and comfort to this woman. Mrs. Chapman first indicated that she had contracted the disease, then her infant child, and, passing on, the whole family of children became subjects of the pestilence. When it is remembered that there was but one wagon (the provision wagon having been left near Snake river) for all the family to crowd into, or under, for sleep or rest; that Mrs. Chapman's eyes were so affected as to be without sight for sixteen days, almost to the end of the journey; and that they must have undergone great exposure and suffering, it may well be considered almost a miracle that they all came through alive. But there was not only an unbroken friendship among the members of the company of which Mr. James Frederick was the leader, but there was a sealed friendship among the ladies which none but they could appreciate, making them all ever ready to aid and encourage the sick and unfortunate; and Mrs. Chapman and her children

received every attention that these kind ladies could bestow.

After a few days' search, the Chapman family found shelter for the winter in an unfinished cabin, with two young men, Nye and Getteys, whom he soon learned to address familiarly as John and Sam, in accordance with our easy Western custom, and whom the family ever remembered for their integrity and generosity. Being anxious to see the rest of Oregon, and especially to make the acquaintance of the leading men of the young settlement, Colonel Chapman made, between Christmas and the New Year, following, a trip by horseback with his two new friends to Oregon City, or the Falls, as then known. At this quaint little capital, and then indeed the metropolis of the region west of the Rocky Mountains, where congregated Oregon's early heroes, "men of renown," Mr. Chapman formed a pleasant acquaintance with Judge S.S. White and Colonel B. Jennings, formerly of Iowa. He met also the most of our early celebrities, and with Governor Abernethy had a long and most valuable conversation, in which he learned pretty much all of the history and prospects of the young commonwealth, and, with his aptitude for formulating a distinct policy, descried almost from that moment his own future work and governing ideas in our state. He decided to make his home at the Falls, but, returning to his residence near Corvallis, was stopped on the way by Dr. Wilson of Salem, who treated him with such kindness and cordiality, and moreover made it so advantageous for him, that he altered his purpose and accepted Salem as his residence.

In February, 1848, he with his family reached Salem, where they were furnished quarters in the lower story of the Methodist, or old missionary, academy building, and were treated with all the consideration of members of the Doctor's family. In this

place he remained for some time, although school was kept in the upper story of the building.

With the facility of the pioneer, he turned his hand to manual work, and as spring came engaged in making a garden, and also righted the fences that inclosed the big field upon a portion of which the State House now stands. He also picked up as rapidly as possible the threads of legal activity in the state, attending during the spring and summer several terms of court held under the auspices of the Provisional government by Judge Eugene Skinner. The last of these was on Knox's Butte in Linn County, and which became memorable for its abrupt adjournment from the report of gold in California.

Mr. Chapman was no less interested than the rest, and, although not excitable, made speedy arrangements for the comfort of his family during fall and winter, and in a party containing also Mr. Alanson Hinman of Forest Grove, J.B. McLane of Salem, and Mr. Parrish of Linn county, packed across the mountains to the mines on the Sacramento. The whole of Oregon was moved; and this little party had swelled to a considerable army by the constant aggregation of other little parties on the way; but before Sutter's Fort was reached the company broke up into little bands, scattered out in all directions to the gulches and bars of Northern California. Some of these early settlers were lost to our state forever, going nobody knows where in the world; while others, having made their fortune, came back to Oregon to spend their days in peace and plenty, and to assist in making our state the glory of the Northwest.

After mining with good success, until autumn, Mr. Chapman made a somewhat indefinite tour to San Francisco, with an eye to establishing some kind of a center of trade or society, thinking a little of forming a combination with Sutter to build a city at

Sacramento; but he discovered that the quick mind of Judge Burnett had already grasped the idea and seized the position. At San Francisco he remained some time, and was about to visit the other mines of California, but, meeting with Governor Lane, who was on the way from Washington, was persuaded by him to come to Oregon. He arrived in February or early in March, 1849. Proceeding at once to his home in Salem, he was soon elected representative to the first territorial legislature chosen and convened upon the order of the new governor. During this session he was appointed to draft a code of laws; but, under a technical construction of the Organic law, this act was declared void.

At the end of the session in 1849, he decided upon removing to Oregon City, and remained there for a short time, but upon a close examination concluded that this could not be the place for the seaport emporium, and consequently made a thorough exploration of the Lower Willamette to the Columbia, with the result that he concluded Portland to be the place where transportation by land and by ship could most readily meet. He found Portland built on a section of land owned by General Stephen Coffin and Mr. D.H. Lownsdale; and in this claim he bought a third interest. Although Portland had a natural advantage, her success as the chief city depended upon her making use of that advantage; and only by showing an enterprise equal to that of a dozen other rival places could the favor of nature be turned to account. Mr. Chapman, with his family and household effects, was "bateaued," from Oregon City to Portland on the 1st day of January, 1850. In the spring and summer following, he cleared and erected, upon the block upon which the county courthouse now stands, a frame building for a residence, and with his family resided therein until the fall of 1853. In this building Mrs. Chapman gave birth to two sons. The first, Winfield

Scott Chapman, was born on the 3d day of July, 1850; and the second, Harra Davis Chapman, was born on the 17th day of March, 1853.

The town proprietors of Portland, as Messrs. Coffin, Lownsdale and Chapman were called, at once engaged in any and all enterprises which they deemed calculated to advance the interests and prosperity of Portland as the commercial metropolis of Oregon. Every town or prospective town on the Lower Willamette and Columbia rivers contested with it this pre-eminence. Among these was Milwaukee, five or six miles above Portland; and, had it been a suitable location, the energy and enterprise of its proprietor, Lot Whitcomb but a snug river steamer on the line between Milwaukee and Astoria, ignoring and for a time refusing to stop at Portland; and he also established a newspaper at Milwaukie.

In the fall or winter of 1850, the owners of the steamer Gold Hunter brought her up to Portland, and negotiated her sale for \$60,000 to the town proprietors. Of this sum a few outside individuals subscribed small amounts; but the bulk was taken by the three proprietors jointly. Twenty-one thousand dollars was paid down; and for the balance, Coffin, Lownsdale and Chapman gave their joint notes. It was not known, however, that there existed a controversy between a minority interest at San Francisco and the majority that brought the steamer up and sold their interest at Portland. On making the purchase, as the Oregon purchasers held but a few shares above a majority, it was agreed in writing that no Oregon shareholder should sell his interest except to the Oregon owners. Captain Hall and N.P. Dennison each owned small interests; and the first was put in as captain, and the latter as clerk. The steamer made regular trips for a number of times to San Francisco loaded with Oregon products, such as cattle, hogs, grain and vegetables, and gave Portland such an

advantage over all rivals as to fairly annihilate their hopes for further success, and until even the snakes proclaimed the victory. It was in this wise: Uncle Robert Kinney, of Yamhill County, meeting his old friend Colonel Chapman, said to him, "Well, I see Portland is taking the travel and trade of the country." The Colonel asked, "Ah, how did you learn that?" Mr. Kinney replied, "Why, I have been on several roads; and I see the snake tracks are all on the road to Portland. You know they always resort to the most traveled and dusty roads."

But although Portland was thus successful, and the Gold Hunter was doing for her such wonders, a sudden setback was given the proprietors. The captain and clerk mentioned, though their interest was small, had nevertheless enough stock to give the majority control of the steamer; and they were found to be subject to temptation. The California minority, learning their weakness, on one of the trips to San Francisco gave them a large bonus for their interest; and they delivered the steamer over to the California stockholders. Of this the Portland proprietors learned nothing for some time, as mails were infrequent; and they waited in vain for the return of their Gold Hunter. In the meantime the steamer was run down the coast to Tehuantepec, where he was bottomried and sold; and thus Portland was left in the lurch, and her proprietors lost the steamer and their money. This dishonest and pusillanimous conduct of Hall and Dennison very seriously injured the proprietors and weakened their credit; but the town prospered nevertheless to such an extent that Lot Whitcomb ceased to ignore her, and finally ran his boat no farther up the river than Portland. The Pacific Steamship Company also let go their attempt to make St. Helens the point, and anchored at the port of Portland; and that city thenceforth became the recognized seaport.

To facilitate the coming of the people of the Tualatin Plains and Yamhill and Polk counties, the old cañon road from the head of what is now Jefferson street was constantly improved; and in a short time Portland had the satisfaction of seeing that road dusty, while the Oregon City road showed but few tracks. Only sixteen blocks of the city had originally been laid off, and but two streets parallel with the river opened; and these were but sixty feet wide. Soon after the entrance of Mr. Chapman into the company, the town plat was enlarged so as to include the whole section; and the new streets running north and south were made eighty feet in width.

But one of the most important enterprises of the time was the establishment of a paper at Portland. In point of journalistic enterprise, both Oregon City and Milwaukee were ahead of her; and this was not to be endured. Coffin and Chapman went to San Francisco in a bark, and, taking with them as a present to the people of that place a pole a hundred and thirty feet long cut near the present residence of W.S. Ladd, to serve as a flagstaff or "liberty-pole," secured Mr. Dryer to come up and bring his newspaper plant and run a paper. They promised him a salary out of their own means, and, in fact, paid his traveling and freight expenses. Upon the arrival of the editor, the office was set up; and by working all night the first issue was gotten out. Mr. Chapman, who was one of these night-workers, rendering what assistance a non-typo could, hired a man with a horse to start early the next morning with a pack of papers and distribute them over the country on the west side of the Willamette as far up as Corvallis, and to return by the east side; while in the town and surrounding country his sons, Thomas and Arthur, on horseback, delivered the first edition of the new paper, and thereby became the first newsboys of Portland. Thus was begun with flying colors the first

paper in Portland, which has grown to be the chief journal of the Pacific Northwest. At the suggestion of Mr. Chapman, while still in San Francisco, it was given the name Oregonian.

It is proper to state that in commencing work it was necessary for the editor to initiate an apprentice, or devil. This duty devolved upon Mr. Chapman, who called to his assistance a gentleman present. Proceeding to the discharge of the duty, he blindfolded the "devil," and placed a box between the press and the wall, and fastened upon his back the picture of a mule with the written declaration thereunder, "I'll split no more rails." The apprentice thus prepared was conducted three times around the room; and each time, as he passed over the box by the press, he was made to bow and repeat the words, "I'll split no more rails."

Many other measures were also undertaken, such as the careful examination of Swan Island bar, in order to insure the growth and prosperity of the city. While thus there were for some time rival points on the Columbia and Willamette aiming at metropolitan dignity, the hard blows which they aimed at Portland were all met and parried by the energy and foresight of the proprietors.

In making the purchase of an interest in the Portland claim by Colonel Chapman, the three, Coffin, Lownsdale and Chapman, became joint owners of what was known as the Portland land claim. The titles and the form of conveyances at once became important questions. Pettygrove, and Pettygrove and Lovejoy, and Lownsdale and Coffin, successive owners of the claim, and town proprietors of Portland, had sold lots in the town; and each successive purchaser contracted to recognize and confirm previous sales if he should obtain title from the United States. But the form and effect of previous conveyances were very indefinite until Chapman became interested; then upon

him the responsibility was thrown of formulating all contracts and conveyances. Thenceforward all sales and contracts for sales of lots or blocks were made with a clause of warranty against all persons, the United States excepted; and if the proprietors obtained the title of the United States they were to make it good to the purchasers. Prior to the passage of the Donation law, the town proprietors had laid off the whole section into lots and blocks, streets and public grounds, and had caused maps to be made designating the same. The Donation law contained a provision that all future sales before the patent issued should be void under the Donation law, and that claims could not be taken by a company or firm; moreover, the wife was entitled to half of the settler's claim. So the object of obtaining title according to the respective rights of the company seemed impossible. The company had sold a great many lots and blocks to each other, and to other persons, as well as having dedicated streets and blocks for public use. The matter was referred to Colonel Chapman for his advice as to the best plan to obtain title in view of the prohibitory clause in the Donation law, and at the same time hold the town proprietors bound for title.

Colonel Chapman advised that a joint contract be made dividing the claim into three parts as nearly equal as convenient, each claimant being bound to make good their former joint or several contracts for any property within his Donation claim, Chapman holding that this was not a contract for the sale of the property, but only a contract for confirming sales already made. This plan was adopted. Colonel Chapman drew the writings; and the claim was divided, each party taking his separate claim under the Donation law and receiving a patent. Some years afterwards Lownsdale died; and then his heirs took it into their heads to disregard the contracts for title

made by Lownsdale, and brought suits to recover a large amount of the most valuable property in the city of Portland. Many of those against whom suits were brought were induced to compromise, for which thousands of dollars were paid. Doctor Davenport was one of the parties sued for a valuable property. He was frequently met and sought to be influenced to compromise. He would then go to Colonel Chapman, his attorney, to know what he thought about it. On one of these occasions his attorney said; "Doctor, I have given you my opinion; and I have not changed it. If I do I will notify you at once; but if you want to compromise don't let me prevent you." He went away satisfied, and never said compromise again.

The case was prepared for trial before United States Circuit Judge Sawyer, sitting with United States District Judge Deady; and they heard the case. After long consideration, Judges Sawyer and Deady decided the case for Davenport; and the heirs appealed to the Supreme Court of the United States. After hearing the case, the Supreme Court decided in favor of Davenport, upon the very grounds upon which Mr. Chapman, after the passage of the Donation law, drew the confirmatory contract. That settled forever upon a solid foundation the title to property in Portland proper derived through conveyances from Pettygrove, Lownsdale, Coffin or Chapman, as is plainly shown by the following extract from the opinion of the Supreme Court, as delivered by Justice Miller; "But counsel, resting solely on the latest written agreement between Lownsdale, Coffin and Chapman, insist that it was void because made after the Donation act was passed. That agreement was only designed to give effect to the previous contracts on the same subject, and is in accord with the spirit of the proviso." This decision not only made valid the titles by deed, but also the titles by dedication, such as the park blocks, the market blocks,

the church blocks, the seminary blocks, the plaza blocks, and the blocks for a public landing upon the Willamette river, as well as the streets represented by the surveys and maps.

In the fall of 1853, becoming impressed with the profit to be made in the cattle business, Colonel Chapman acquired the Hudson's Bay Company's improvements at Fort Umpqua, in what is now Douglas county, and although retaining his interest at Portland, and continuing in the practice of law, removed to the fort with his family, himself returning to Portland about once a month to see to his interests in that city. At his new residence, Mr. Chapman continued to improve and cultivate his farm and herd his cattle.

On the 28th of April, 1855, Mrs. Chapman at Fort Umpqua gave birth to a daughter, who was named Clara. In the fall of 1855, while Mr. Chapman was attending court at the head of the cañon on the road from Roseburg to Scottsburg, the news was brought that there was a great Indian uprising, particularly fierce and violent on Rogue River, with depredations committed between Jacksonville and Cow Creek. This was the beginning of the war of 1855-56. Under the proclamation of the governor, Colonel Chapman began at once to gather a company, of which he was elected captain. No sooner was this responsibility laid upon him than he went to Portland, riding day and night, to procure arms for his men, and returning took from his own farm, wagons, mules and horses for the equipment of the company. Proceeding thus by forced marches towards the seat of war at the Little Meadows, stopping at Roseburg only long enough to be mustered in proper form as Company I of Major Martin's Battalion, he proceeded expeditiously to join the main command. At Grave Creek he was compelled to leave the wagons and pack his munitions and supplies on mules and horses,

having prepared for this emergency. On the trail he overtook Captain Smith of the United States army with his company, on the way to join the forces at the Meadows. The captain was waiting, however, to learn whether the major commanding was going to fight, or give up the campaign. Mr. Chapman learned upon further procedure, that that night there was to be a council upon this very point as to continuing the campaign for the winter.

At the assembling of the officers, Colonel Chapman felt, as a new member and but one day upon the field, somewhat diffident about giving an opinion, but was nevertheless forcibly impressed with the belief that if the forces were withdrawn the Indians would at once scatter out and fall upon the settlements; while if they were followed and pursued and thereby held together, they would be prevented from perpetrating outrages. He therefore favored building a fort and leaving a strong garrison; but, on account of lack of military experience, he did no more than make the suggestion. His foresight, however, was but too terribly verified by the depredations committed soon after the troops were withdrawn. During the winter that followed, the movements of troops were of little concern, and the army was reorganized. Lamerick was chosen brigadier-general by the legislature, and appointed commander of the Second Regiment of Oregon Volunteers. At an election, John Kelsey was chosen colonel, and Mr. Chapman lieutenant-colonel. James Bruce, then whom there was never an abler or better officer, or one more intelligent or more ready to carry out a command to the letter, was chosen major of the Second or Southern Battalion, and Latshaw, an able and energetic officer, of the First or Northern. At a council of war held soon after the forces were gathered together, to decide upon a plan of campaign, Colonel Chapman basing his opinion upon the

experiences of the last year, advised to press the Indians, and unite them as closely as possible, compelling them to concentrate at some point, probably at the Meadows. This place, the fastness of the Indians, was a rocky cliff or bluff on the south side of the Rogue river, opposite a wide strip of clear meadow lands. To cross the meadows, and ford the swift and dangerous river in the face of an enemy concealed among the rocks and trees, was an impossibility.

Colonel Chapman therefore advised that a force; the Southern Battalion, be sent down the south side of the river by way of the Port Orford trail, to attack the Indians from the rear of their stronghold, and another force, the Northern Battalion, be sent to cooperate on the north side, and if the Indians fled across the stream to be there to meet them. By this strategy the enemy must be crushed between the two battalions. This suggestion was adopted; and, at the request of General Lamerick, Chapman reluctantly consented to take command of the Southern Battalion, with headquarters at Vannoy's Ferry. As soon as he began concentrating his forces, which were scattered at various places in Southern Oregon, he was met with expressions of fear from the settlers that they would now be left without defense, and exposed to the attacks of the Indians. Colonel Chapman, however, assured them that he would stand between them and the Indians; and, having made all preparations, he set out at the head of the forces, numbering some three hundred or four hundred men, all hardy, sturdy soldiers, good fighters, and mostly miners. Moving to Hays, on Slate creek, where the Indians had left tracks by recent depredations, scouts were sent out to find the enemy; and it was soon ascertained, as was anticipated, that the savages had concentrated in the presence of the large force coming after them, and had retreated to their great stronghold opposite the Big or Lower Meadows. This was a

point a little below their place of defense of the previous year, which was called the Upper or Little Meadows, and was a stronger position, being better defended on the north.

Returning to Vannoy's, preparations for a simultaneous movement were made. The men were dismounted, only animals sufficient for the commissary being allowed; and the expedition on both banks moved forward. There was a point on the Port Orford trail known as Peavine Camp, high on the ridge, not far from the meadows on the south side, to which Chapman was to repair with his force, and from this point watch the trail below on the north that heights ascertain the movement of Lamerick and the Northern Battalion, whose force would be visible there as he went by. Reaching Peavine, Chapman waited some time in the snow, which still hung on the high ridge, but failed to discover is superior, and at length was told that his flat had been seen on the Upper Meadows. Scouts were sent ahead, who found the Indians in force under the bluff opposite the Lower Meadows; and all preparations were made for an attack, the men being eager for the work. But just at this juncture, however, a message was received by Colonel Chapman from General Lamerick, stating that he had learned that it would be impossible for Colonel Chapman to reach the Indians on the south side, and ordering Chapman and his battalion to cross the river to the north side and join him. Chapman and his men were annoyed at this intelligence and command, and for a time thought seriously of disregarding the order, but, upon consultation, it was decided not to make the attack, but to rejoin General Lamerick, which they did.

At the Meadows, considerable fighting was done across the river. Major Bruce was ordered by General Lamerick, with a small command, in the face of the Indians, to cross

the river; and, as has been said, for some reason he failed to cross. The reason was certain and sufficient. It was the same reason (the impassability of the river) why the whole army commanded by Major Judea of the United States army, and Major Martin of the State Volunteers, with the mountain howitzer to aid them, in the fall preceding, were unable to cross the river in the face of the Indians. This impassibility led Colonel Chapman, in the spring of 1856, to plan a campaign by which the Southern battalion was to go down to the south side of Rogue river, and the Northern Battalion to go down on the north side, and which he partially carried out but it was broken by the order of General Lamerick before mentioned to join him on the north side. At length the Indians chose to leave their camp. Then an advance across the river was made, when General Lamerick found that they had gone; and he occupied their deserted camp one day and one night. General Lamerick then made an order for the army to retire from the further pursuit of the Indians, part to Illinois River, part to Jacksonville, and part to other places. On the same day, before these orders were put into execution, Colonel Chapman, seeing that if these orders should be carried out the whole plan of this campaign would be broken, the Indians left free to destroy the lives and property of the settlers, and the volunteers left with the same unsatisfactory results as after the unfruitful campaign of the year before, urged General Lamerick to build a fort near by, and to man the same, to hold and keep the Indians in check. At this suggestion the General took offense, and swore around like mad, but said he would refer the matter to a council of war. At this council Chapman was called upon to explain his views, which were at once indorsed by every member of the council; and it was decided to erect a fort, which was immediately done; and it was named Fort Lamerick. Major Latshaw was placed in

command there; and the remaining troops were sent to various points (as before mentioned). Lamerick went to Jacksonville, and Chapman to Roseburg. Latshaw, a brave and vigilant officer, soon reported to Colonel Chapman that he had found the Indians on John Mule creek, and was only waiting orders to attack them, and asked also for a supply of provisions. Chapman at once issued the order for an attack, and sent off the provisions. Major Latshaw, in pursuance of Colonel Chapman's order, promptly attacked and whipped the Indians; and by this blow, and the timely aid he gave the regular army then coming up Rogue River, the war was ended. The Indians surrendered to the United States troops, they having some natural distrust of the settlers and soldiers amongst whom they had been pillaging and murdering.

Resuming civil life, the Colonel removed in the latter part of 1856 to Corvallis with his family. In 1857, on the first day of July, at Corvallis, Mrs. Chapman gave birth to another daughter, which was named Margaret. The admission of Oregon as a state was now taking definite form; and it was supposed as a matter of course that the Colonel would be a member of the constitutional convention from the Corvallis district. There was, however, at that time much division of opinion on the subject of slavery, and what provision in respect to this institution should be inserted in the instrument constituting Oregon a state. A meeting of the Democratic party was held at Salem; and, while returning with a number of his party friends to Corvallis, the subject was broached; and Colonel Chapman frankly said he would be opposed to slavery, as it was a thing that could not be established in such a community, and that a movement to attempt this was uncalled for. He expressed no hostility to the South, but believed that the attempt of such a social change as this policy contemplated would be

only evil. From that moment he was dropped; and Judge Kelsey, of pronounced pro-slavery views, was selected for the place. Among those who thus discarded the Colonel were a number who afterwards became prominent Republicans.

During this or the following year he visited Eugene, and purchasing extensive farming property removed hither with his family. While there the election of territorial and state representatives occurred; and he received the nomination to a seat as territorial member. The number of candidates being large, a very lively canvass was conducted, for a part of the time at least the whole legislative ticket stumping together. The Colonel bore a large part of the burden of this work.

As the contest for senator drew near, a strong movement was set on foot to elect Chapman. He would have been a very strong candidate but for a number of reasons, chief among which was his opposition to slavery in Oregon; and his party could not allow him the honor. He was also spoken of as a worthy man for the position of United States district judge. While the party managers were trying to adjust these claims of his friends, and at the same time not injure the party by offending other aspirants for these positions, the Oregon legislature being still in session, news was received from Washington that the Colonel was appointed surveyor-general of Oregon; and he himself received at the same time a letter from General Lane strongly urging him to accept. Feeling for the General the strongest friendship and personal attachment, he consented to do so; and all the party claims were speedily adjusted. In 1861, believing it unbecoming to hold office under a President whose election he had opposed, he tendered the resignation of his office, and was superseded after some time by P.J. Pengra.

While not believing in the coercion of states, Colonel Chapman did a service second to none in Oregon for the preservation of the peace and happiness of the Pacific states. In the early days of the war, there was a strong attempt on the part of the South to agitate the idea of still further embarrassing the government by the establishment of a Pacific republic. Dr. Gwynn, of Virginia, sent letters to prominent Democrats; and news of these came to Colonel Chapman, to know what to do with reference to this matter. Not only did he not favor the suggestion, but advised to let it utterly alone, and so far disapproved as to sit down at once and write as strong an article as he knew how to compose, deprecating any such an attempt, urging the most weighty reasons, such as that this movement meant the uprooting of society in Oregon, and would bring in changes that would be destructive of her fabric. The article was published in a paper at Eugene, and was copied into a number of other journals, and being widely read produced a deep impression. Coming from so prominent a Democrat as Colonel Chapman, it had the effect to kill the rash enterprise in the bud.

During the fall of 1861, Colonel Chapman, with his family and household effects, returned to his old homestead in Portland, and in the early part of the year 1862 erected the residence at Twelfth and Jefferson streets in that city, which has ever since been the family home. During the years of his later residence in Portland, the Colonel has practiced law extensively, especially in land matters, and spent a life of energy and a magnificent fortune in his noble determination to secure for Oregon its one great desideratum, Eastern railroad connections. The following explanation of Colonel Chapman, with reference to a matter which he deems of no great importance in itself, but which from its very

erroneous treatment in works hitherto published is deserving of a place in authentic history, will not only serve to detach from his life and public acts all imputation of blame, but will also be of interest in showing the true character of the people and of the justices of the Supreme Court, which would otherwise rest under suspicion. The colonel writes, September, 1889:

"In 1851, in the circuit court at Hillsboro, Washington county, Judge Pratt took exception to the language of an affidavit for change of venue drawn by myself for my client, and ordered me imprisoned, and that my name be stricken from the roll of attorneys. The supreme court reversed and annulled these orders; and so the matter rested until of late years, when some writers for history have seen proper to revive it. The first of these I think was Lang's history. The manner of its mention there I did not think worthy of notice. I had long let bygones be bygones. But Bancroft's history so foully misrepresents the facts as to place me in the wrong, and represents the people as rescuing me from the hands of the law; and justice requires that a correct history of the matter be given to posterity. In order to give correct and indisputable knowledge of the cause of affront to Judge Pratt, I have caused the clerks of the supreme court and of the circuit court at Hillsboro to make diligent search for the original affidavit and record entry, none of which they have been able to find. I must, therefore, state the facts from my best recollection; and they are as follows:

"Robert Thompson had a suit in the state circuit court at Hillsboro before Judge Pratt. He wanted a change of venue because, as he said, the Judge was prejudiced against him. He told me that the ground of the prejudice was that they had had a quarrel over a game of cards, or at a gambling table, in Galena, Illinois. Out of respect for the court, I did

not fully set forth in the affidavit and motion the grounds of circumstances giving rise to the prejudice, thinking that the Judge would not be tenacious upon the subject. But he overruled the motion and affidavit because they were not sufficiently specific. I then, at the instance of my client, drew an affidavit and motion alleging more specifically the circumstances out of which the prejudice arose. Upon this the Judge ordered me to show cause why I should not be imprisoned, and my name stricken from the rolls for contempt. Having heard Mr. Tilford in my behalf, the Judge reached to his hat and took out the order against me, which he had drawn up before he came into court or heard my defence. The second affidavit, the one objected to, was made thus specific only because the Judge had ruled out the first because it was not specific. The Judge having directed the order against me to be entered, the court adjourned.

"The statement in Bancroft's history that the people aided me to escape is an unmitigated falsehood. While the Judge was deciding against me, I observed that the people were excited; and I so conducted myself as to avoid, as much as possible, further irritation. As we went to dinner I told the sheriff I was going home; that my family would be uneasy, but that I would be at his service in the morning. After dinner my horse was brought out; and the sheriff took him by the tip of the tail and told me not to go. I, however, jumped upon my horse; and the sheriff's tail-hold slipped, and consequently I rode off. Two gentlemen only were present, who were going to Portland, but they never uttered a word. Next morning the sheriff came into the city past my house; and I went down town with him in order to go back. There some friends who made some demonstration unfavorable to my return; but I put a stop to it and rode off with the sheriff. When we reached his house, three or four miles from Hillsboro, he

left me to remain there and himself went on to the town. In a day or two a writ of error came, and I was at ease; and in due time the supreme court reversed Judge Pratt.

"But this is not all. The writer for Bancroft's history goes bac (sic)

Winfield S. Chapman (1850-)

From: "The City of Portland, 1911."^{xv}

Winfield S. Chapman of Portland, is one of the oldest among the native residents here, his birth having occurred in the then village of Portland on the 3d of July, 1850. He is a son of Col. W. W. Chapman, whose biography precedes this. His parents removed to southern Oregon in



1853., but returned to Portland in 1861, so that Winfield S. Chapman largely acquired his early education in the schools of this city, principally in the old Portland Academy, from which he was graduated in 1868.

Following his graduation, he entered the office of the city surveyor as assistant and a year after attaining his majority became chief of that department, which position he filled for two years, when a change in political administration occurred and a democrat was appointed. Turning his attention to the field of journalism in 1878, he founded the Daily Bee, of which he was editor. He made this a popular and successful paper, but in the fall of that year sold out and again became city surveyor, which position he held until 1881. In that year the city council again became democratic, and he once more left the office; but in 1883 was again appointed, so serving until 1884, when he resigned in order to accept the position of superintendent of streets, which he held until the office became elective in 1891, at which time he refused the nomination. During the '70s he devoted several thousand dollars to assisting his father in the projected railroad from Salt Lake to Portland and surveyed a part of the line at his own expense. During the following decade he was the controlling spirit in the installation and operation of the Jefferson street steam ferry, which after long litigation broke the monopoly that had been controlled by the Stark street ferry for many years. He was also the organizer and the main promoter in the construction of the waterworks on the east side of the river, the first system established there, and obtained a franchise for, located and planned the Madison street bridge, but sold the ferry and franchise before the work on the bridge had progressed far.

The panic of 1893 found Mr. Chapman with real estate on his hands to the extent of

two hundred thousand dollars, but the decline in the real estate market was so great and so rapid that his entire wealth was swept away. In 1899 he went to Skagway, Alaska, where he edited the Daily Alaskan until his return to Portland to prepare for departure to Cape Nome, whither he went in the spring of 1900 as part owner of an outfit of machinery for mining gold from the beach sands. This enterprise, however, was not successful. In 1904 he accepted the position of district engineer in the office of the city engineer, and has since acted in that capacity. While he has given assiduous attention to the duties of the office, which have been discharged with the utmost fidelity and ability, he is also interested in various private enterprises which are now proving sources of profitable return. In politics he has likewise been an active republican, stanchly advocating the principles of the party.

One of the strongly marked characteristics of Mr. Chapman has been his filial love and devotion to his parents, to whom he was especially attentive and helpful in their last years promise. On the 21st of December, 1908, he wedded Miss E. E. Crookham of San Francisco, a daughter of Judge J. A. Crookham of Oskaloosa, Iowa. She is a lady of high educational attainments, who was graduated from Mt. Holyoke College, visited England and other countries of Europe a second time in pursuing her studies. For several years she was a successful teacher in the Portland high school, and afterward accepted a position in the city schools of San Francisco, where she lived and experienced the terrors of "the great fire" in that city. While Mr. Chapman has at times met reverses in his business enterprises owing largely to conditions over which he had no control, he has nevertheless done an important part in the upbuilding of the northwest and his service as a public

official has been marked by a fidelity that none have questioned."

From: "The Oregon Native Son, 1899-1901."

Among the first to be born in Portland, Oregon, was the gentleman whose name heads this article, the date of his birth being July 3, 1850. His parents were Col. W. W. and Margaret Fee (Ingraham), Chapman, who came across the plains in 1847, and to Portland in 1849. From 1853 to 1861 he was a resident of Southern Oregon, living there with his parents. In the latter year the paternal roof was again established in Portland, and Mr. Chapman has continued to reside there ever since with the exception of about two years spent in Alaska. He remembers the raising of the first tall flag staff erected on one of the plaza blocks in 1853, and says that some of the limbs of the fir trees standing near had to be cut away so as to facilitate the raising.

The greater portion of his education was secured while attending the old Portland Academy, from which he graduated in the class of 1868. His inclinations led him to engineering for an occupation, an avocation which he has generally followed, still he has devoted considerable time to editorial work on newspapers. The day after his graduation he entered the office of the city surveyor of Portland as assistant, and a year subsequent to attaining his majority became the chief of that department, remaining in the position two years when he was relieved from duty by the appointment of a democrat, that party having secured control of the council.

In 1878 he established the Daily Bee, of which he was editor. Under his guidance it was popular and successful, but after selling, it met with disaster and suspended. In the fall of 1878 he again entered the employ of the city as surveyor, retaining the position until 1881. In this year the democracy came

into power in the council and he was again relieved. In 1883 the republicans held the majority, and he was placed in charge as before. It is quite a coincidence that the gentleman succeeding him on both the occasions when adverse politics removed him, that his successor was one of his Academy graduating classmates—Douglas W. Taylor. The circumstances did not, however, alter their life-long friendship for each other, both treating the matter as it was politics.

In 1884 he resigned the office of surveyor to accept that of superintendent of streets, holding the latter until 1891 when the office became elective. He was tendered the nomination but declined, as his private business claimed his attention to such an extent that he must give up one or the other.

During the "seventies" he devoted several thousand dollars to assist his father in the projected railroad from Salt Lake to Portland, and surveyed a portion of the line at his own expense. In the "eighties" he was the controlling spirit in the operation of the Jefferson street steam ferry, which, after determined litigation, broke the hold the Stark street ferry monopoly had maintained for so many years previously. He was also interested in the construction of the waterworks on the east side of the river, and obtained the franchise for and located and planned the Madison street bridge, but sold the ferry and franchise before work had progressed far on the building of the bridge.

The panic of 1893 found him loaded up with about \$200,000 worth of real estate, the decline in which was so great that his entire wealth was swept away, and he was obliged to begin again on the road to fortune. In 1900 he went to Skagway, Alaska, and while there edited the Daily Alaskan, but gave up the position to return to Portland to prepare for departure to Cape Nome, where he went in the spring of 1900, taking along, as part owner, an outfit of machinery for the

purpose of extracting gold from the reputed valuable beach sands. In the venture he fared like others going for the same purpose. There was not yellow metal enough in the sand to pay for working it, and in consequence the endeavor met with failure. Mr. Chapman is of that class which does not stop at defeat, but when it comes begins over again and strives to win. He will yet know success, for brainy men always take the lead and are the managers of this world's affairs.

Mr. Chapman is unmarried, and this may be due to the fact that he promised his mother that he would remain single while she lived. He was noted for his devotion to his parents, and no son could have done more for the authors of his birth at all times and especially during the winter of their years, than he did.



Justin Chenoweth (1825-1898)

By Jerry C. Olson

Justin Chenoweth was born in Darwin, Clark County, Illinois on November 17, 1825, the tenth of eleven children, to John Chenoweth and Rebecca Rose. He grew up on a farm that eventually passed to other children. Not much is known about his youth except that he studied civil engineering and ventured to Texas for a year to do surveying.

From his writings^{xvi}, it becomes apparent that he thought that everyone believed he was, and would stay, a failure in life, but he was determined to prove them wrong. Having heard about the gold rush in California, a scheme developed to secure

enough money to purchase passage by sea to San Francisco. He and two of his brothers would load a 70-foot barge with produce, about 3000 bushels, and float down the river system to New Orleans and sell it all. With his share of the profit, Justin would buy passage.

The barge embarked on March 30, 1849 and began floating downstream. Within a week, an argument developed between Justin and an older brother about whether to float at night or during the day because of the winds that blew during the day, and Justin threatened to leave, at least once trying to flag a nearby steamer. The goods were all sold, and Justin received his share, \$80.00, in early May and while at New Orleans, he bought a trunk, clothes, a photo of himself, Locke's Essays, The Ruby, Oracles and the Poets, Language of the Flowers, and 2 gold rings, and a ticket on a northbound steamer to St Louis, since he did not receive enough money to go to California..

On the way up river he wrote a letter to Virginia Drake, apologizing for some conduct "which I doubtless excited your disgust" and sent her one of the rings. He spent another \$18.00 at St. Louis and headed up the Missouri where he encountered Major Reynolds and secured a civilian job with the United States Mounted Rifles heading to Oregon and then California via the Oregon Trail. He left Fort Leavenworth with \$10.00. The group consisted of 105 persons, mostly military men and wives, and 36 wagons, all by 6 mule teams. Justin kept no diary of the journey and arrived in Oregon City on November 15, 1849, almost on his 24th birthday.

For some reason he decided not to continue to California, but to stay in Oregon. In early December, he took up boarding a family named Frier and started teaching school at Linn City. It was soon evident that with all of the growth and settlers moving



Figure 29 The territory around The Cascades from the Lower Cascades to the area of the sawmill on Rock Creek, showing the Military Road, the first portage railroad and the Upper Cascades, from the survey by Lewis Van Vleet in 1859.

in, there was a demand for surveyors, and in early 1850 he began surveying claim notifications and new townsites. Among the clients were Dr McLoughlin at Oregon City, Pratt and Couch for the City of Portland, and the County for surveying a road from Linn City to Portland. In a letter, he wrote that the compass needle could not be relied upon because of up to three degrees of local attraction. However, he did buy a new compass for \$100.00 from his earnings that winter.

Among the recent arrivals in Oregon City was Francis Asbury Chenoweth, a cousin of

Justin. Asbury's wife died at Laramie on the trail in 1849. He had been married 7 years with two children, but the children never showed up in Oregon. He remarried to Elizabeth Finley in March 1850 in Oregon City.

On April 1st, Justin, Asbury and George Johnson left Portland for The Cascades, traveling first by canoe to Ough's place at Washougal, then by Indian canoe to present North Bonneville.

There Justin surveyed a claim for Chenoweth and Johnson, on the North side of the Columbia, for

filing a notification of a DLC, which encompassed the entire riverfront of The Cascades and was deep enough to enclose 640 acres. When Lewis Van Vleet surveyed the official version in 1860, he made a few modifications because parts of it were unsurveyable. The claim was surveyed and patented as the D. F. Bradford DLC.

When this was finished, Justin went to the south side of the river to survey a claim of his own. He could get no help from the Indians, so he accomplished the task alone. Two days later and still alone, he started



down the river on foot, finding a sample of coal on the way. Some empty barrels presented themselves, and a temporary raft was constructed. He floated on down until encountering some more rapids, abandoned the barrels, and found them again below the rapids in an eddy. He floated all night on the barrels, stopping again at Ough's place to eat, and then continued floating to Fort Vancouver, where he stayed at Amos Short's for \$2.00. He rode a canoe with Mr. Kellogg to a point across the Willamette

from Portland, and then walked to Oregon City in the next two days, arriving on the 14th, filing his claim promptly.

He was appointed Assistant Clerk to the Council (Oregon Senate) and wrote Francis that he was stuck in Oregon City. Justin declined an interest in the venture at The Cascades and sold his interest in the claim at the Cascades for \$100. Briefly, he

was Territorial Librarian until a dispute arose about his office in the library. He surveyed on the Portland townsite until going to The Dalles in June.

At The Dalles, he found an Indian to help survey Mr. Smith's lower claim, but the other Indians stopped him from further work, saying there would be no claims at The Dalles. "McKay" arrived, and the Indians allowed for the survey of the upper claim, a townsite for Thomas Smith, and The Methodist Mission

Claim. "McKay" left and so did Justin, catching a boat for The Cascades

The next year was spent going back and forth between Oregon City and The Dalles, surveying claims, towns and roads. He attempted to find the "coal" deposit at the south side of the river, but failed, and offered to refund the \$100 he was paid for his interest. He also worked at the ferry between Linn City and Oregon City, operating it for a percentage of the take. He moved back to boarding at the Friers and spent a lot of his money lavishing gifts and poems on Mary Frier, the 11 year old daughter of his landlord. He surveyed a new claim three miles from Oregon City for himself, but never patented it. The claim he did patent was on the northwesterly side of The Dalles on Chenoweth Creek. It is unknown when he surveyed or filed on it, but by 1851 he was planting crops and trees. On the many trips to The Dalles, he



surveyed many of the claims along the upper Columbia. The claims and townsites of Bradford, Johnson and Francis Chenoweth were all surveyed by Justin.

For his time he was a fanatic about newspapers, subscribing to several, including his hometown paper. That must have been expensive to mail it through Panama. He also paid for a subscription for his father to the Spectator. The Chenoweth collection at OHS includes some letters to the editor of the Spectator, some of which had been published. Historical reviewers called them "windy and nonsensical", containing some far reaching allegories about politics in Oregon.

With some foresight, he started building a skiff in January 1851, finishing it two months later. In June the U S. Postal Service awarded Justin the mail contract, at

\$1000 per year, for delivering mail twice a week between the Upper Cascades and The Dalles, a distance of about 15 miles. He intended to both sail and row the skiff on the contract. Unfortunately, upon assessing on how to get it up the rapids at The Cascades, it drifted away while he was gone, and he lost it. He built another at the sawmill on Rock Creek at Stevenson in time for his contract. He also built and sold another skiff at Rock Creek. Later that summer, he went downstream and found the first one in a slough opposite St. Helens, OR.

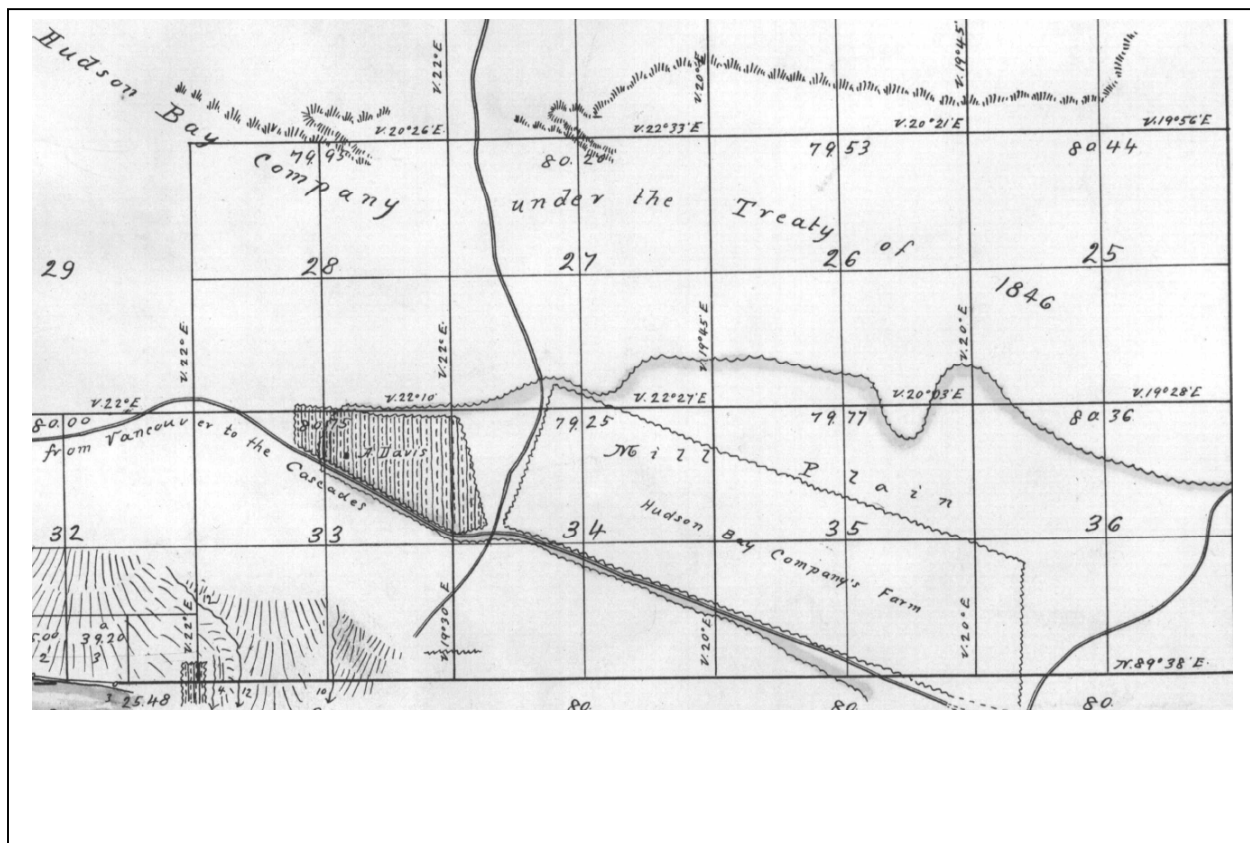
While constructing the second skiff, he was helping haul lumber to the Upper Cascades on a barge when the barge got caught in the current and was swept over the rapids. An Indian and Mr. Watkins jumped early, but Justin, Francis and another Indian rode it out. They made it to the second

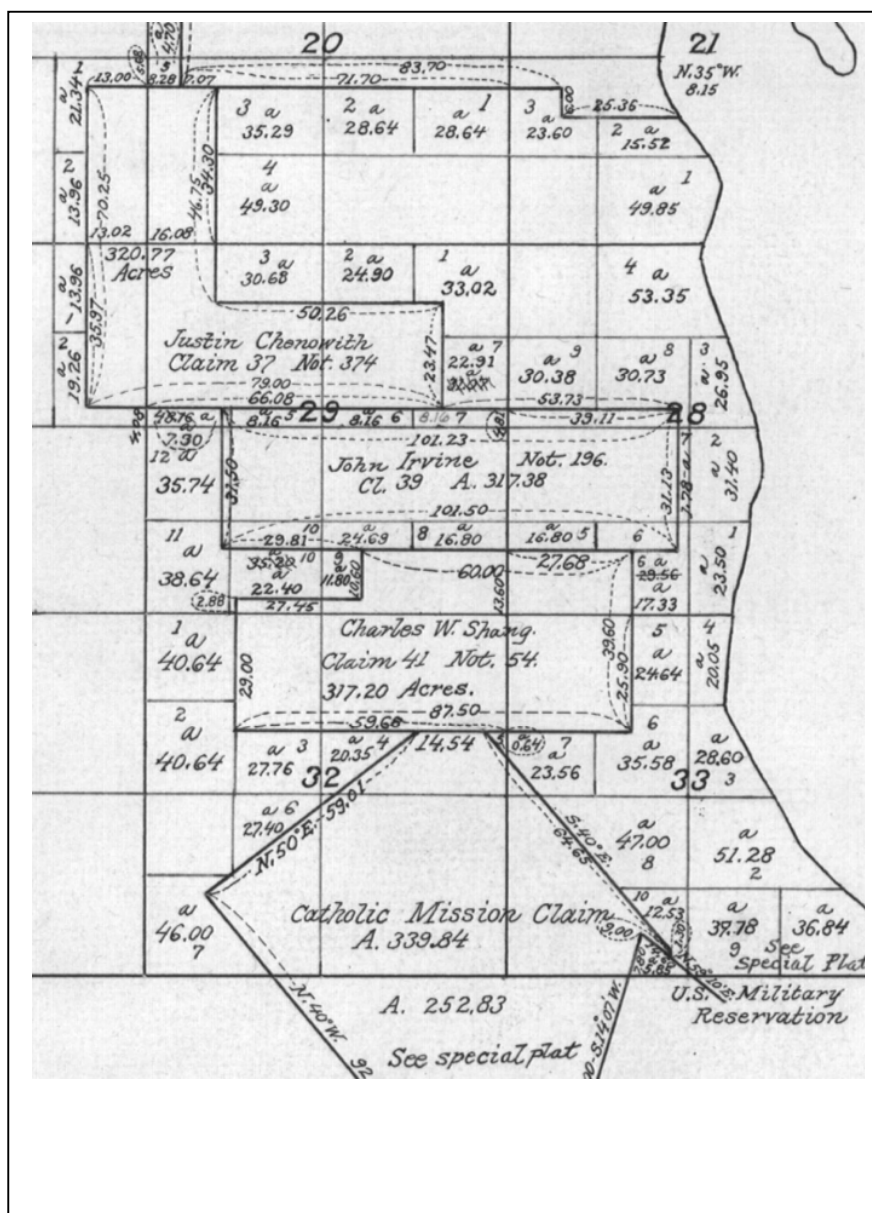
rapids where the whole thing broke apart. Justin and Francis clung to a pile of lumber and made it to an island about four miles downstream. The Indians later picked them up, but they barely survived severe hypothermia. The Indian made it to another island.

The postal contract was finally awarded, and Justin made his first run back and forth to The Dalles on August 5, 1851, taking 2 days for the round trip. He lived alternately between his claim on Chenoweth Creek and The Cascades, making twice-weekly trips. Getting paid in a timely way from the U. S. was always a problem. The wind would often blow extremely hard, and he could not make the run, but the Postal Service was not sympathetic. Sometimes the East winds would blow through the gorge for 2 weeks at a time, making it impossible for his small skiff to be on the river. At one time at least, he severely damaged his skiff and some supplies in an

attempt. The steamer James Flint made occasional runs on the route, and he would hitch a ride with the mail when he could.

He first built a shanty on his claim, calling it his "hole in the ground", and then built a house, 10 x 12 feet. In a letter to a friend, he said "...not good with women, but now have house and claim, and will probably pick up the first wench that falls in my way." In the fall of 1852, there were many emigrants coming down the Columbia. He transported many individuals in his skiff, and helped them as he could. One family had lost their father, Benjamin Vickers, along the way and were in need at the end of the trip. Justin became attached to a daughter, Marie Henrietta, while at the Cascades, and wrote to her soon thereafter, saying he would follow her wherever she went. At that time, he wrote his father saying, "...have land, a house, \$1000 in gold with more due, \$600 of personal property, and I owe nothing."





subsequently named to several posts. He was the first Probate Judge for Wasco County, and then School Superintendent and County Surveyor. He achieved some notoriety for filing charges with the Prosecuting Attorney against a white man for killing two Indians. Washington Territory was split from Oregon Territory in 1854 during a Democratic regime. It is probable that both Justin and Francis were Democrats, for Justin noted in his diary of contributing to the Democrats. Francis Chenoweth was appointed to the first Washington Territorial Supreme Court. A Democrat, James Tilton became the first Surveyor General of Washington, and Justin Chenoweth was awarded Contract 1 for Washington, the first General Land Office contract for surveying the public lands issued by the

Justin and Henrietta were married at Butteville, on the Willamette in December 1852 and moved to The Dalles in February. He again wrote his father that he was married and "...wife is large, well proportioned, with good features and good sense. ...bred to hard labor and has little learning, but is possessed of a remarkable good disposition and industrious habit." Their first child, John, was born a year later at The Dalles, with Emily and Justin Jr. arriving in the following years..

The Oregon Territorial Legislature created Wasco County, and Justin was

Washington Surveyor General's office. Previous surveys in Washington Territory were under the Oregon Surveyor General. The contract was awarded April 24, 1855 and approved May 16, 1855, and Justin Chenoweth became a U. S. Deputy Surveyor. After approval, he ordered a Burt's Improved Solar Compass, nautical almanac, marking iron, two dozen field books, and the latest pamphlet of instructions.

From July 11 until September 13, he surveyed T2N R2E, which is presently in the

Vancouver, WA, Urban Area, centered on Orchards, WA. The original instructions directed him to exclude any holdings of the Hudson's Bay Co. from the survey, but that was later changed. Some were included, and some were omitted and surveyed by others later. Lewis Van Vleet was employed as compassman. He had filed a DLC a short distance away in Fern Prairie and had worked as a member of various field crews for Deputy Surveyors, and would become a Deputy Surveyor himself for many contracts to come. This township is very flat and consisted of mostly open plains. With Van Vleet still as compassman, he surveyed T1N R3E (near Camas, WA) and T1N R4E (Washougal WA and east) between September 22 and October 22, 1855. James Tilton approved them all on April 26, 1856.

On March 26, 1856, the local Indians, assisted and inspired by the Klickitats, attacked the Upper and Lower Cascades, keeping them under siege for several days. Blockhouses had been built at both locations, anticipating the possibility, but never the less, many whites were killed in the attack. It is unknown whether Justin was there or played a part. An account of the battle later described a Hardin (Justin?) Chenoweth lying on the floor of the steamer Mary during the attack while workers were trying to start the boilers to get her away from the dock. They were successful and headed to The Dalles to sound the alarm and get help. As the steamer pulled away from the dock, Hardin sounded the whistle, which let the people in the blockhouse know the Mary was on her way.

Justin continued surveying and farming. He would get into disputes such as when the Oregon Legislature voted to expunge from the record his "scurrilous" attack on James Ferguson and the legislature over the naming of a county. He also challenged the Army over the location of his first cabin within the former military

reservation, saying he had a right to the land after the Army was done with it. He was surveying the Portage Railroad between the Lower and Upper Cascades in 1862 when his wife, Henrietta died. He was crushed. His relatives did not hear from him for over a year and were worried, even though they knew what had happened. The children went to the in-laws, and Justin would never care for them again personally, even though they were close the rest of their lives. He was in and out of money, always borrowing and making excuses.

He did make another GLO survey under Special Instructions in 1863 of the Felix Iman DLC near the Cascades. It is reported he also drove stagecoach between The Dalles and Salt Lake City. In 1867, he got his patent to the DLC on Chenoweth Creek near The Dalles. In 1870, he was surveying for a railroad through Portland heading east. He was a chainman and "geologist" for Alexander McAndrews for the GLO Survey of T9N R1E in 1872, just south of the town of Toutle. Justin was living in Newaukum when he was elected County Surveyor of Lewis Co. in 1874. He sued the Newaukum Mill and Power Co over a canal, and was charged by the state for criminally threatening in Thurston County. He was also charged by the state for criminally obstructing a public highway, and he sued Nathan B. Gates and William Knapp for damages and false imprisonment in Thurston County. In 1877 he was charged and found guilty of unlawfully cutting timber by the USA, but records indicate between 1877 and 1879 he was still surveying in Pierce and Lewis Counties.

By 1880, he and Justin, Jr. were living in La Conner, and he was listed as a laborer in the census. In 1881 he moved to New Westminster, Canada to work in a cannery, and then to Nanaimo in 1885. He told Emily that he wanted to move to California, but was too sick to travel. Justin, Jr. built a

65-foot sailboat for himself and a partner named the George R White to be used it to go sealing near Alaska. He had only a 25% interest. He continued sealing unsuccessfully for 5 years, trying to get out by selling his boat. In October, 1894, he leased the boat and was to sail back as a passenger from Onalaska, Alaska, but both he and the ship were lost at sea soon after leaving harbor in a gale.

Justin eventually made it to California by 1890, where he lived with or near his son John. Later he would move back to Portland to be near Emily, where he died on March 16, 1898. He is buried beside Henrietta, both in unmarked graves in Pleasant View Cemetery near Sherwood Oregon, in the Vickers plot. He leaves a U. S. Census District, Chenoweth, near The Dalles, and Chenoweth Creek named after him. He also leaves his letters, diaries and articles which reveal a deeper look into his thinking and character than most are willing to share.

Edwin S. Clark (-)

From Recollections of Cora Loehr Clark, daughter of Francis F. Loehr and wife of Edwin S. Clark, in "As Told by the Pioneers."^{xvii}

"I was born in 1863. My father crossed the plains in 1852 and settled in the Willamette Valley. He served in the Rogue River war in 1855-56. Mother crossed the plains in 1859, coming straight to Walla Walla. Father brought his cattle up from Oregon and located on the Walla Walla River two and one-half miles from Touchet in 1859. He was attracted by the fine pasture land and the stream. Our nearest

store was at Wallula. Father's timber claim was where the penitentiary now stands. My father was a government surveyor and my husband was the city engineer and engineer for the O. W. R. & N. railroad.

Walla Walla river was a much larger stream when we played along its banks in the 1860's and 1870's. We had a row boat. Our only playmates were two quarter-breed children. Their father was a white man. I was eight years old before I ever saw a white woman excepting my mother. Father's surveying duties kept him away quite a bit of the time, and mother and us children never had a way of traveling, and there were Indians prowling around.

We had a one-room log house with lean-to and a loft, reached by a ladder, where the boys slept. We cooked in the fireplace. Mother made the most delicious scones, dropping the dough in a frying pan which she placed in front of the fire. We hung our kettles on a crane.

"One of the best meals my mother ever cooked, we had to run away from. It was in the year 1878. Our first new potatoes and peas made part of that dinner which I shall never forget. Father had brought down two wild ducks that morning and mother dressed them, then made a currant pie. Just as everything was on the table, a man dashed up on his horse, shouting, "Three hundred Indians on the warpath!"

"Mother snatched a few trinkets and valuable papers and she and us children joined the procession of settlers on their way to the fort. Father refused to leave his place, but hid the most treasured possessions in the old dug-out which had been his first home. It was overgrown with grass and vines, so he felt it to be a safe hiding place. We met the soldiers, but no one turned back. There was no battle, and in a day or so we returned home,

"We were near the old camping ground of the Indians. In the fall they came for choke

cherries and black and red haws. They dried this fruit and from the farmers they bought or begged pumpkins, and stewed them and dried the pulp.

Frenchtown was not far away, where many of the French Canadians who were with the Hudson's Bay Company, had settled with their Indian wives.

The cattle trail went past our farm and the cowboys always bedded down on some vacant land near us, so they could be near water. They would come to the house and get milk and other provisions. One of the most wonderful sights of my childhood was 10,000 head of cattle being driven to Cheyenne.

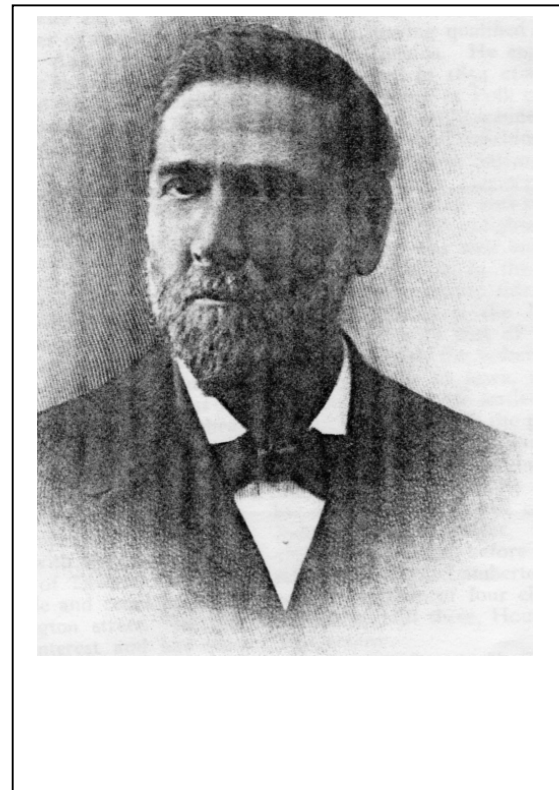
Father drove his ox team to Wallula for provisions. He always bought in quantities. He bought calico and domestics by the bolt; coffee, tea and sugar and other necessities in large quantities. One time he drove the ox team to Wallula and "fast freight" had just been unloaded from a boat. It had to be in Walla Walla by sundown. Freighters had horse teams at that time and they refused to take it, as it was a 32 mile drive with a heavy load. Father agreed to do it, and left Wallula at 4 o'clock in the morning. That evening, just as the sunset gun was fired at the fort, he pulled into Walla Walla with the load of freight.

"We had no school when I was a child and never any church services, Sunday school, or anything of the kind."

Newton Clark (1837-1918)

**From: "Portrait and Biographical
Record of Portland and Vicinity"^{xviii}**

HON. NEWTON CLARK. A varied, eventful and interesting career preceded the coming of Hon. Newton Clark to Portland in 1889, his chief incentive in thus selecting this city for his home being the better to fulfill his important responsibility as grand recorder of the Grand Lodge of the Ancient Order of United Workmen of the state of Oregon, a position which he has maintained with special distinction, and for a longer time, than any other man in the state.



A native of McHenry County Ill, Mr. Clark was born May 27, 1837, and is a son of Thomas L. and Delilah (Saddoris) Clark, and grandson of Richard Clark. The latter was born in Ohio, and served in the war of 1812 under General Harrison. At a later date he settled in Indiana, still later taking up his residence in McHenry County, Ill., whence he removed to the farm near Baraboo, Wis., and there the remainder of his life was spent. Thomas Clark was born in Indiana, and in time followed the family fortunes to Illinois and Wisconsin. In 1863

he removed with his own family to Golden City, Colo., where he farmed at the foot of Table Mountain until coming to Oregon in 1877. The journey hence was via the overland trail, and was accomplished with horse teams and wagons, the travelers halting at a farm on Hood river, in Wasco County, where Mr. Clark died, at the age of eighty-one years. His wife, who was born in Ohio, was a daughter of Henry Saddoris, an early resident of McHenry County, Ill. Mrs. Clark, who lives with her son Newton, her only child, still retains her bright faculties, and takes a great interest in the career of her son.

After completing his training in the public schools of Baraboo, Wis., Newton Clark graduated from Bronson Institute at Point Bluff, and thereafter taught school for a couple of years. This peaceful occupation was interrupted by the demand for his services in the Civil war, and he was mustered into Company K, Fourteenth Wisconsin Volunteer Infantry, at Fond du Lac, in September, 1861. This well-known regiment participated in the battles of Shiloh, Corinth, Iuka, Holly Springs, Champion Hill, the siege of Vicksburg (at which place Mr. Clark veteranized), the Red River expedition under General Banks, Sabine Cross Roads, Yellow Bayou, the siege and battle of Mobile, and the battle at Fort Blakely and Spanish Fort. Having charge of the headquarter's train of Maj.-Gen. I. B. McPherson, who commanded the Seventeenth Army Corps at the siege of Vicksburg, he had the pleasure of furnishing the United States flag which was floated from the cupola of the courthouse in the capitulated citadel on the morning of its surrender upon that memorable Fourth of July. After the capture of Mobile Mr. Clark was placed on guard duty at Montgomery, Ala., and was thus employed until his mustering out at Mobile in the fall of 1863. At Corinth he was promoted and

commissioned second lieutenant of his company, and was afterward promoted to the position of quartermaster and first lieutenant of the regiment, serving thus until the close of hostilities.

Following his military services Mr. Clark engaged in farming on the paternal farm near Baraboo, Wis., and in 1869 removed to Dakota as a government surveyor, where for seven years he was engaged in running township and section lines over the greater part of the territory now called North and South Dakota. He had his own corps of assistants, and while surveying also managed to engage in farming with considerable profit. He was identified with many of the pioneer undertakings in the great Dakotas, and among other things to his credit built the first frame house in Minnehaha county, now in South Dakota, and which was located two and a half miles from Sioux Falls, but now adjoins the city limits. Mr. Clark served for one term in the territorial legislature which met at Yankton in 1873, and he was chairman of the county commissioners of Minnehaha county for three years. Clark county, S. D., was named in honor of Mr. Clark,

In 1877 Mr. Clark joined his father at Fort Laramie and with him came overland to Oregon, the journey taking from the middle of June until the 1st of September, from the Fort to Hood River, Oregon. Here Mr. Clark bought one hundred and sixty acres of school land, combining farming with surveying, and eventually was employed by the government to survey section and township lines in Oregon and Washington. This occupation proved a hazardous one, and during the seven years spent mostly in the Cascade mountains, he was often obliged to carry his food on horseback, and when the exceeding roughness of the roads made this impossible he had to carry it on his back. This life gave him an intimate knowledge of the Cascade Mountains and he

was a member of the first party of white men to visit the interesting Lost Lake lying northwest of Mt. Hood. The great glacier lying on the eastern slope of Mt. Hood, known as the Newton Clark Glacier, bears his name.

In April 1889. Mr. Clark was appointed to his present high office of grand recorder of the Grand Lodge of the Ancient Order of United Workmen of the state of Oregon, and soon afterward took up his permanent residence in Portland. He still owns the Hood River farm, which, however, is rented to other parties.

In Baraboo, Wis., Mr. Clark married Mary Ann Hill, a native of Edinburg, Scotland, and who was reared in Wisconsin, a daughter of William Hill, who served in a Wisconsin regiment during the Civil war. Three children have been born to Mr. and Mrs. Clark, of whom Lewis is a civil engineer in Portland; Grace, Mrs. Dwinnell, resides in Baraboo, Wis.; and Jeanette is assistant recorder to her father. Mr. Clark became identified with the Ancient Order of United Workmen in 1881, in which year he became a member of Riverside Lodge No. 68 at Hood River, and still retains said membership. He served as master workman, and was an active member of the Grand Lodge previous to his present appointment. He served as representative to Supreme Lodge at Sioux Falls with the degree of honor. In Masonic circles he is also well known, and is still a member of the Minnehaha Lodge No. 5, of Sioux Falls. As a member of the Grand Army of the Republic he is identified with Canby Post No. 67, of Hood River, of which he is past commander, and ex-aide on the department staff. A staunch Republican, he has never interested himself in political undertakings further than to cast his vote. Mr. Clark is a member of the Commercial Club, and his wife is a member of the Presbyterian Church.

From: "History of Early Pioneer Families of Hood River Oregon," xix 1914.

At the request of the Historian of the "Hood River Pioneer Association" I am writing the "short but simple annals of the poor."

I was born May 27, 1838, in the state of Illinois. Parents removed to Bareboo, Wisconsin in 1840, where I grew to



manhood. October 14, 1860, I married Mary Hill, a bonnie Scotch-English lassie born on the Clyde in Scotland, and younger by one month, than myself.

Four children have been given us, of whom, William Lewis and Jeanette (now

Brezelton) are still living, the former in Hood River, the latter in Portland.

Three years ago we celebrated our Golden Wedding Anniversary, and although all our days are golden, we are patiently waiting another with the diamonds.

September 27, 1861, I enlisted in Company K, Fourteenth Regiment of Wisconsin Volunteers Infantry for the Civil War, as private. August 28, 1862, I was commissioned as Second Lieutenant. April 12, 1863, was detailed by order of Major-General J. B. McPherson, as acting Assistant Quartermaster to take charge of the Headquarters train of the Seventeenth Army Corps, then about to engage in the Vicksburg campaign.

July 4, 1863 I had the honor of furnishing the U. S. flag which was floated from the cupola of the Vicksburg Courthouse when the army took possession of that building

November 15, 1863, was commissioned as First Lieutenant and Regimental Quartermaster. December 11, 1863, re-enlisted at Vicksburg, Miss., for three years, or during the war. October 9, 1865, was mustered out of the service at Mobile, Ala., and Regiment returned to Madison, Wisconsin, where it disbanded.

Length of time in service - a little more than four years. Battles engaged - Battle of Shiloh, April 6-7, 1862; Battle of Luka, Sept. 19, 1862; Battle of Corinth, Oct. 3-4, 1862.

Being in command of an outpost on the Chewalla Road, brought on the great battle by the first shots at daylight on the third. In this battle the Company which had been greatly reduced by disease and death, went into line with twenty nine men and at the close of the battle had only seven remaining, of which I was one.

Battle of Port Gibson, Miss. - May 1, 1863; Battle of Raymond - May 12, 1863; Battle of Jackson - May 14, 1863; Battle of Champion Hills - May 16, 1863. May 19 to

July 4, 1863, siege and capture of Vicksburg. Bank's Red River Expedition March 11 to May 20, 1864. Battle of Yellow Bayou - May 19, 1864; Battle of Tupelo - July 14, 1864; Battle of Nashville - Dec. 15-16, 1844; Siege and capture of Mobile - March 27 to April 9, 1865. Being on detached service part of the time, saw several battles in which the Regiment was not engaged.

In 1869 went to Dakota Territory and located at Sioux Falls. In 1877 came to Oregon, settling at Hood river the first week in September of that year. Jan. 1, 1914 - am at Hood River yet.

Mr. Clark has given us an accurate account of his work up to the close of the Civil War, but would add nothing more; knowing that his friends and neighbors want his later work recorded, I have endeavored to supply the omission, yet realizing that it would be far more interesting and acceptable if given in his own words.

After enlisting in 1861, Mr. Clark took his wife and baby girl back to her old home in Wisconsin, that she might have her mother's protection in his absence.

Before telling his wife goodbye he said to her: "If I never come back remember that you have our little Minnie to live for, work for her and she will be a comfort to you."

Long, lonely days and nights followed his going, but the mother was comforted with his last words and rejoiced that their baby was safe. Little do we realize what is before us. A sudden sickness and little Minnie was called to her Eternal Home. It was hard for the mother, it was hard for the soldier at the front, but grief has its mission and makes better and truer human hearts.

In the fall of 1865 Mr. Clark returned from the war. In 1869 they moved to Sioux Falls, Dakota Territory. He built the first frame house in Sioux City, later served as City Superintendent of Schools, also as County Commissioner and member of the

territorial legislature. Clark County in South Dakota was named in his honor.

Mr. Clark's parents had moved to Colorado and he went there to visit them, and in the summer of 1877 drove with them from Colorado to Hood River, Oregon, arriving in Hood River about the first of September. They selected adjoining tracts of land.

Early in the year 1878 Mrs. Clark and her three children came to their new home in Hood River. That summer a new school house was built one half mile west of their home, it was a commodious building for those days and severely taxed the resources of the community. In recognition of Dr. Barrett's work it was named the Barrett School. Newton Clark was one of the directors. The school flourished from the first, and in addition the building became a center for neighborhood activities in which Mr. Clark's Family played a conspicuous part. Spelling bees, Farmers Clubs, Debating Societies and Church organizations had this spot for a starting place.

In the capacity of School Director Mr. Clark rendered good service, all his dealings were characterized by wisdom and fairness. His children were regular attendants at the school and their intelligent work and willing co-operation helped to make the work a pleasure to the teacher and a pride to the community.

A. surveyor is a necessity in a new country and in this field Mr. Clark served his country well; he was not only the busiest man but the most sought after, by the new settler, having established more section lines than any other surveyor in this county.

A glacier on Mt. Hood bears his name commemorating his activities in that locality. He was one of the party that re-discovered the beautiful lake that was lost in the wilds of Mt. Hood's forests. They gave it the name of "Lost", located it on the map,

and cut a trail to it, that others might follow in their footsteps.

Mr. Clark was a charter member of the Hood River local lodge of A.O.U.W. and in 1888 was elected Grand Recorder for that organization, a position which he held for twenty years.

While filling this office his residence was in Portland. Resigning his work 1909 he returned to Hood River and erected a substantial dwelling on the hill overlooking the town; here they led a quiet life for several years.

When the war called away the younger men he returned to Portland taking his place again in the working ranks at the desk of the Grand Recorder, and here the angel of Death" found him, doing his bit" for his country. He had reached the age of eighty years and one month, but time had dealt kindly with him and he never appeared old. His death occurred June 27, 1918. Mr. Clark was a member of the Masonic Lodge and Canby Post of G.A.R. These organizations participated at his funeral. Mrs. Clark was ill in Portland and unable to attend.

One month later she came to Hood River with her daughter; she was feeling unusually well and took an automobile ride in the evening. When her daughter went to call her in the morning, she found that her mother had passed away in her sleep without pain or sickness she had joined her husband in that land where partings are no more.

Henry De Lorme Cock (1832-1895)

**From: As Submitted to Ancestry.com by
Zane Motteler.**

"Henry Cock was of age when the Cock family crossed the Plains, and drove one of his father's three ox teams. He was married in Olympia June 30, 1859 to Maria D. Hall. He took a claim in Thurston County, not far from Grand Mound, and appears to have raised and traded in cattle. According to Captain C. S. Reinhart, his nephew, the sobriquet 'Colonel' was on occasion applied to Henry as well as to his father, which has led to some confusion in pioneer reminiscences. Thus, an incident related by the elder George Wills, of Tumwater, and included in the Blankenship 'Tillicum Tales,' evidently refers to the son rather than the father." She goes on to tell of a hard-contested race for the office of territorial delegate to Congress in 1867, between Frank Clark, of Tacoma, a Democrat, and Alvin Flanders, of Vancouver, a Republican. Flanders won the race, and the Republicans of Tumwater were overjoyed, and paraded through the streets of Olympia and Tumwater, giving three cheers at each Whig house, and three groans at each Democrat house. On the way home, they arrived at the home of "Colonel Cock," the democrat. She then quotes from "Tillicum Tales":

"Colonel Cock had just returned from a trip east of the mountains, where he had been buying cattle. He had not alighted from his horse when the boys came up. He was a very excitable man, and when it was told that the Whigs had won, he simply went wild. Jumping from his horse in the middle of the road, he threw his hat down and stamped it into the mud."

To quote from Aunt Mildred again:

"Similarly Helen Hays Parker (Mrs. Juhn G. Parker, afterward the mother of Mrs. Herbert McMicken) in 'Tillicum Tales' is quoted as speaking of the 'young wife of Colonel Cock' as 'one of her warmest friends', declaring: 'We girls ' (meaning herself and Sarah Yantis) 'used to go in and stay all night at the hotel, and Mrs. Cock

was so good to us, throwing many a pleasant time our way.' Here her hostess was evidently Mrs. Cock the elder, while the 'young wife of Colonel Cock' must have been Mrs. Henry Cock." "Henry Cock, eldest son of Colonel Cock, lived in Seattle for some years, where his daughter Alice (Mrs. H. K. Owens) and grandsons still reside. His son Charles was married twice, but had no children, to my knowledge. He [Henry] led a wandering life and for long periods his whereabouts would be unknown to members of the family, but he appeared in Portland and visited his sister, Mrs. Carrie Dunlap, a few years before his death."

Submitted by Zane Motteler

Alexander Lewis Coffey (1831-1913)

**From: Vancouver Weekly Columbian
14 Aug 1913^{xx}**

Birth :Mar. 15, 1831
Boonville, Cooper County
Missouri, USA
Death: Aug. 8, 1913
Vancouver, Clark County
Washington, USA

PIONEER VETERAN SUCCUMBS

Alexander Lewis Coffey, Indian War veteran, pioneer resident of the county for 61 years, died at St. Joseph's hospital yesterday afternoon after an illness of two weeks duration. Mr. Coffey crossed the plains with his parents in 1852 and located that year in Clarke County. He was born in Cooper County, Missouri, Mar. 18, 1831.

His life is closely related with the early history of Clarke County. He was an Indian War veteran and took active part in many battles of frontier days. In 1872 he was elected sheriff of Clarke County. He was a civil engineer and spent much of his life in the pursuit of this profession. For a number of years he has made his home at Camas.

Mr. Coffey is survived by one brother, T. M. Coffey of Washougal and one sister, Mrs. M. L. Abbott of Mill Plain.

The funeral services will be held tomorrow (Sunday) at 11 o'clock at Oak Grove farm near Fern Prairie. Interment will be made in Oak Grove cemetery. (Oak Grove Cemetery is now Fern Prairie Cemetery).

Burial:

Fern Prairie Cemetery
Camas (Clark County)

Washington, USA

Plot: Sec: 0 Blk.: 11 Grave: VVP

From: "Clark County Pioneers, A Centennial Salute"xxi, 1989

Twin brother of Terrel M. Coffey, Alexander L. Coffey was born on March 15, 1831, at Boonsville, Missouri. He came west with his family in 1852 and settled near Fern Prairie. During the Indian Wars of 1855/56, he served under Captain William Strong in Company "A," First Regiment of Washington Volunteers, and later under Captain Hamilton J. G. Maxon in the Second Regiment of "Washington Mounted Rifles." He is described in the military records of 1856 as: age 25 years, 5' 11" tall, blue eyes, black hair, dark complexion, born in Missouri and occupation farmer. Alexander registered his cattle mark, a square crop off and a slit in both ears, with the County Clerk.

In 1872 Alexander was elected sheriff of Clark County. He was a civil engineer and

spent much of his life in pursuit of this profession. He was unmarried and lived at Camas for many years. He passed away on August 8, 1913, and was buried in the Fern Prairie Cemetery, Clark County, Washington

From: "An Illustrated History of Umatilla County"xxii, 1902

A. L. Coffey, C. E.

The scenes and incidents of the life of the man now under consideration are well worth a more extended detail than we are now enable to give them. It would be gratifying to all old-timers, and the generations to follow as well, if Mr. Coffey could be persuaded to write out in detail some, at least, of the items in his eventful career. We sincerely hope that such will be the case. However, we will as well as possible, outline the matters as they were briefly given to us.

He was born in Boonville, Missouri, in 1831, and attended the public schools of his native town, completing his education in a private institution. It was as early as 1852 that he came to Vancouver, Washington, making the trip by ox team, as was customary in those days. His first impression of Vancouver was associated with the British flag, which was flying over it at that time. The great fur companies were then holding tyrannical sway over great portions of our territory. He was occupied at sawmilling and various other enterprises until 1855, when the Indian war broke out and he enlisted in Company A, Washington Territory Volunteers, called Mounted Rifles. He was stationed at The Dalles continuously until January, 1856, when they were disbanded. They re-enlisted in the service and were immediately called to the Sound. About eight miles from Olympia, the savages had massacred several pioneers and



were in the way to make much more trouble. While this company was proceeding to the scene of tragedy they had frequent skirmishes with the reds, and at one time they killed several and captured thirty; from these they were able, by keen and careful methods, to ascertain the whereabouts of the main camp. Being a company of westerners, they were enabled to use the Indian tactics and succeeded in surrounding this camp without giving the slightest notice of their presence. The surprise was complete and every Indian in the camp was killed. Not one escaped to tell to his comrades of the other tribes that day's from unwary and unsuspecting settlers, still hanging to their hideous persons, in the midst of their fiendish glee, with their devilish triumph of the days before only half

enjoyed, they were met with summary and most terrible judgment. The men in that volunteer company knew their business and followed this victory with such relentless sternness that they drove the noted Lashi clear out of the Sound country. He then joined the Umatillas and the Cayuses, but his enemies were on his track and retribution was not to be so easily evaded. He was overtaken in the Grande Ronde valley and he and his colleagues with all their bands were routed after most severe fighting. Mr. Coffey returned to Walla Walla and went with Lieutenant Mullen upon the construction of the famous Mullen road through parts of Washington, Idaho and Montana. By some misfortune they lost all their stock and had to freight all their equipage on hand sleds from November until January. To anyone who has been over the old Mullen road and toiled up and down its steep and rocky hills and canyons this will almost seem beyond the power of man. But such was the case, and one may well meditate with what hardships that way for the immigrant was opened up. Upon the completion of this enterprise he was discharged and went back to Vancouver.

The next spring he returned to Walla Walla and worked for the quartermaster until 1862, when he went up to the mines at Florence, Idaho. Returning from these, he went and helped to establish Boise, Idaho, and then returned to Vancouver. Here he was elected assessor and then sheriff for four years. He then came to this county and was county surveyor for two years.

After this he went to Adams County, Washington, where he was surveyor. In this county he was employed by Dr. Blalock to construct an irrigating ditch. In November of 1896 he removed to Pendleton, and has since resided there. He is quite an extensive land owner, having a farm of five hundred acres, which he rents, and also a half section

down the Umatilla River, which is used for pasture.



Frank Winslow Conn (1860-....)

From: Norwich University, 1819-1911.

CLASS OF 1881.

FRANK WINSLOW CONN, C. E.

Frank W. Conn, son of Dr. Granville P. Conn, '54 and Helen Mary (Sprague) Conn, was born in East Randolph, Vt., April 27, 1860. In 1866, his parents removed to

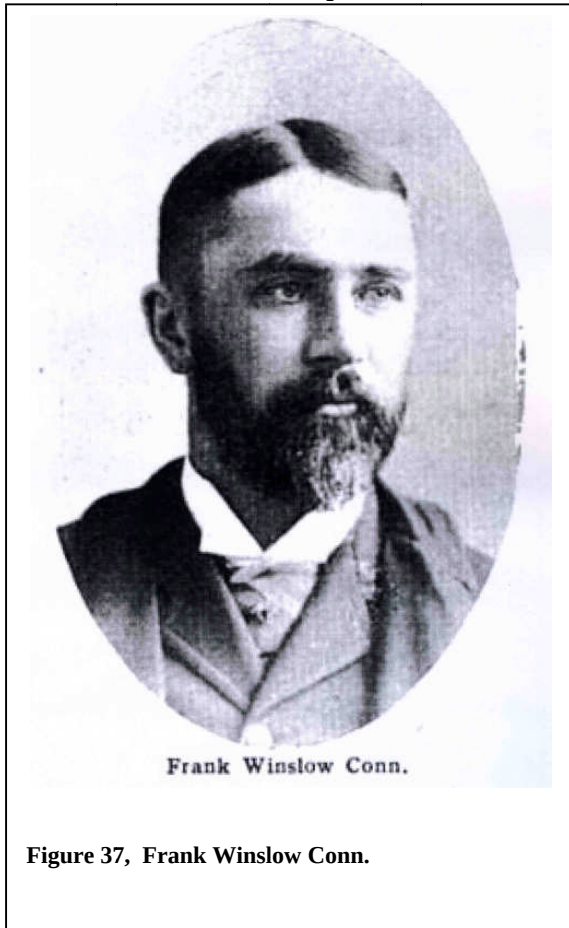


Figure 37, Frank Winslow Conn.

Concord, N. H., where he prepared for college in the public schools and under the tutorship of Moses Wilson. He entered the sophomore class of the University, Aug. 29, 1878 and graduated B. S. in C. E. in 1881; was a corporal and first sergeant in the corps of cadets; member of the A. S. P. Fraternity.

He was assistant engineer on the Texas Pacific R. R., for General Dodge, '51, on construction work in Texas and New Mexico during 1881-82; was division engineer on the Deming, Silver City & Pacific R. R., 1882-83; was assistant engineer on construction work for the Mexican Central R. R., 1883-85. In this last year, he went to Guatemala, arriving there in the midst of a revolution and on the day President Barrios was killed. This revolution stopped all railroad construction and, for some time, he was variously employed. Upon the restoration of order in the country, he entered the employ of the Guatemala Central R. R. He was soon promoted chief engineer and held the position until 1888, when he left the country for Hamburg, Germany, to enter the employ of a company which was to construct a railroad in the valley of the Congo River in Africa. Upon arriving in Germany, he found the company was unable to carry out its project in Africa; and he soon returned to his home in New Hampshire.

During 1888-89, he was employed by the Montpelier & Wells River R. R., on the location and construction of the "switch backs" to the granite quarries in Barre, Vt.; also on preliminary surveys for a railroad from Warren, N. H., to the top of Mt. Mossilauke. He was superintendent of railway construction for the Chilian government, 1889-91; was engaged in irrigation and mining work with headquarters in Walla Walla and Portland, Oregon, 1891-05. In this last year, he went to Costa Rica, as chief engineer and superintendent for a 'company, having large

real estate and mining interests in that country. In 1903, he returned to the United States and became chief engineer for the Transit Finance Co. of New York and Philadelphia, retaining this position until 1907. During 1908-09, he was engaged in examining mines and timber lands in Mexico and Central America. Since 1909, he has been engaged as a consulting engineer at Portland, Oregon. He is a member of the American Society of Civil Engineers.

He was married March 6, 1890, to Minnie Augusta Miller of Nevada City, California.

Augustus Bradley Cowles (1842-1908)

From: "An Illustrated History of the State of Washington," 1893.

A. B. Cowles, of Olympia, Washington, was born in Bellona, Yates County, New York, in December, 1842. His ancestry came from the north of England. John Cowles, the first representative of the family in America, emigrated to the New World about 1630, and settled in Connecticut. From him have descended men who attained prominence in the professions of law, medicine and the ministry.

The father of our subject, Zalmon J. Cowles, was born in Connecticut and learned the trade of cabinetmaker. He was married in Geneva, New York, to Miss Sarah Huber, a native of Pennsylvania and of German descent. They resided in Bellona till 1855, when they moved to Grand Rapids, Michigan. There Mr. Cowles purchased a sawmill and engaged in the manufacture of shingles and lumber. In 1857 he removed to Rochester, Minnesota, and established a furniture manufactory,

which he continued to operate up to the time of his death in 1884.

A. B. Cowles was educated in the Grand Rapids high school and took a business course in Bryant & Stratton's commercial college at Chicago. With the breaking out of the war in 1861, He, with his father and brother, T. Z. Cowles, enlisted in the Second Minnesota Regiment, and all were assigned to the regimental band. The regiment served in the Western Department, under General George H. Thomas, their first battle being at Mill Springs, Kentucky. In April, 1862, after the battle of Pittsburg Landing, all regimental bands were mustered out by order of General Buell, and Mr. Cowles and sons returned home. The subject of our sketch was then appointed Deputy Postmaster at Rochester, and continued as such till the fall of 1863, when he went to Chattanooga and was in the Post Quartermaster's Department, being there during the battle of Mission Ridge. January 1, 1864, he went to Bowling Green, Kentucky, into an office of a similar department, and in December, 1864, he went to the field at Nashville, Tennessee to the headquarters of the First Division, Sixteenth Army Corps, General A. J. Smith in command. After the battle of Nashville the army went up the Tennessee River to Eastport, Mississippi, and in January, 1865, to New Orleans; thence to Mobile Bay, where he was stationed during the capture of Spanish Fort and Mobile. In April, 1865, the command moved to Selma, Alabama, and Mr. Cowles continued in the Commissary Department till January, 1866.

He was married at Selma, Alabama, May 5, 1866, to Miss Kate, daughter of James D. Monk, a prominent planter and wholesale grocer of that city. Mr. Cowles and wife returned to Rochester, Minnesota. He engaged in the furniture business with his father until December, 1869, when he went to Chicago and accepted the appointment of

Deputy Recorder of Cook County. In June, 1873, he came to Olympia with Captain William McMicken, Surveyor General of Washington Territory, as chief clerk, and continued in that position up to the Cleveland administration, being with General McMicken, then serving under J. C. Breckinridge until 1887, when he resigned. He then filled the office of Deputy County Auditor till August, 1889, when he again entered the office of the Surveyor General under T. H. Cavanaugh, continuing with him and his successor, Amos F. Shaw, to the present date.

Mr. and Mrs. Cowles have four children: Annie, Harry D., Helen A. and J. Tod. Annie is the wife of Colonel Charles E. Claypool, a prominent attorney of Tacoma.

During the sessions of the last Territorial Legislature of Washington, Mr. Cowles was elected Clerk of the Council. He is a prominent Mason, is Past High Priest of Olympia Royal Arch Chapter, No. 7, and was a charter member of the Olympia Commandery, No. 7, Knights Templar, of which he was elected the first Recorder, and is still discharging the duties of that office. He is Past Post Commander of George H. Thomas Post, No. 5, G. A. R. In every sense he is a representative man of the city of Olympia.

From: "Obituary in the Washington Standard, February 14, 1908."

One of our older and most respected citizens, A. B. Cowles, died at his home on Washington Street, near Union, Sunday evening, after an illness of several years, of cancer of the throat. His sufferings the past year were so intense that he resigned his position as Chief Clerk in the Surveyor General's office, a place he had held since 1873, except for six years during the Cleveland administration. He is survived by

a wife, his sons Harry and Todd, Mrs., C. E. Claypool and Miss Helen, all of whom were present at his death. Harry resides in Tacoma, and Todd and Mrs. Claypool at Dawson, Alaska.

Augustus B. Cowles was born in Bellona, Yates County, New York, in December, 1842. With his father and brother, he took an active part in the Civil War, from its commencement in 1861 to its finish in 1866. The funeral services were held Tuesday afternoon, at the family residence, Bishop Keator, of the Episcopal Church, officiating, assisted by the Masonic fraternity, of which deceased had been an honored member.

Crawford, Peter W. (1822-1889)

**From "History of Clarke County,
Washington Territory, 1885":^{xxiii}**

The subject of this sketch was born on the banks of the river Tweed, in the parish of Sprouston, Roxburghshire, Scotland, in the latter part of the year 1822, but when young, removed to Edinburgh, where he received a good grounding in mathematics, under Professor Shairp, and the other branches of learning. He next proceeded to London for about three months and subsequently to Southampton, Hampshire, England where he completed his education. In 1843 he took passage from this place to Quebec in the ship Rainbow, Captain Arnold, commanding, but failing to obtain employment in that city, removed to Michigan to join his brother. Not finding him as he had anticipated he followed him to Indiana and after a short visit in that State took an appointment in Chicago. There he remained until the spring of 1847 when he

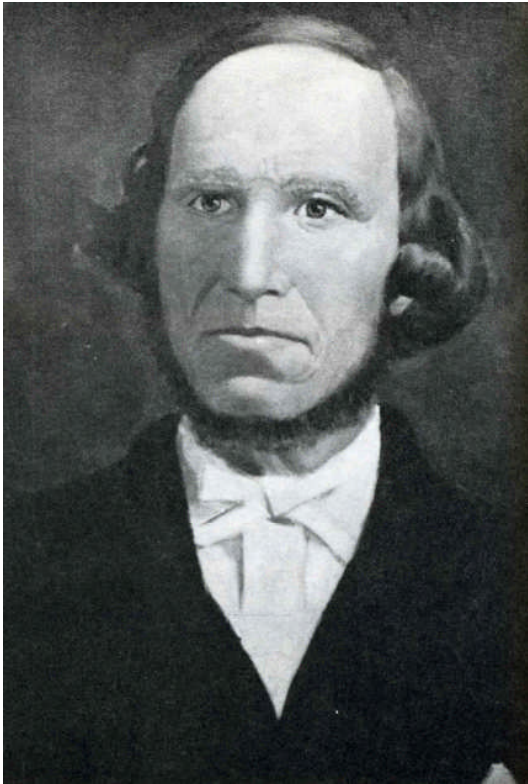
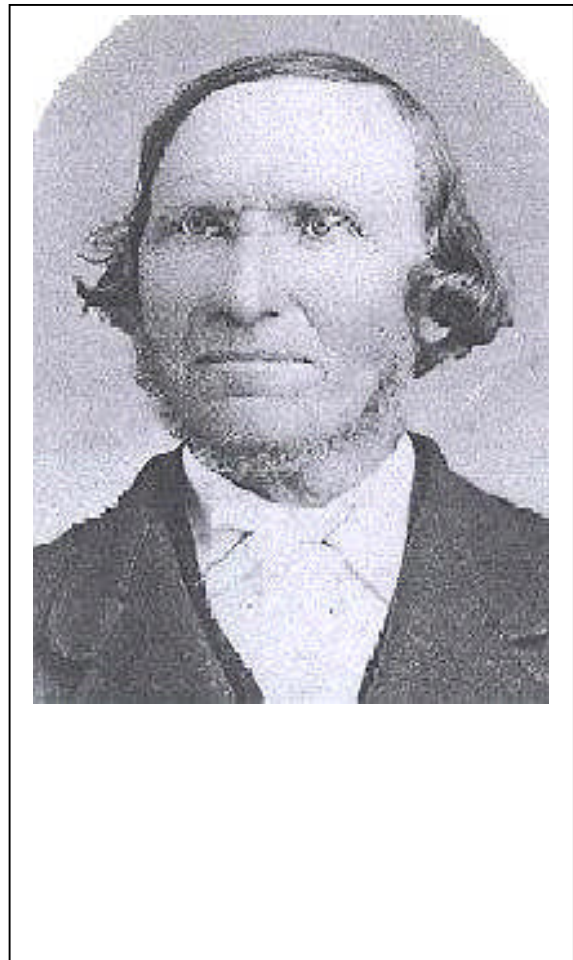


Figure 39. Peter W. Crawford from a portrait hanging on the wall of the Cowlitz County Museum.

started to cross the plains to Oregon, leaving Valparaiso, Indiana, in company with George Cline and family on the twelfth day of April of that year. He arrived at The Dalles after the usual adventures of the long and perilous journey, October 12, 1817, at Switzer's Landing, opposite Vancouver, November 26, 1847, and paid his first visit to the Hudson Bay Company's fort there on the following day. At this juncture Mr. Crawford was detailed to return to the Cascades to drive down the loose cattle, and having crossed these on the ferry of Thomas Carter to the mouth of the Sandy river, he traveled over the trail and through the woods to Portland, having bade farewell to his co-voyagers December 18, 1847.

Returning shortly afterwards to Vancouver he met James O. Rayner and E. West, the last of whom owned a skiff, and at his invitation, these two accompanied him in the boat in search of land whereon to locate. They proceeded to the Cowlitz River, that



section having been recommended to Mr. Crawford by Rev. Dr. Marcus Whitman, December 12, 1847, and on the bank of that stream our subject and West located adjoining claims and duly recorded them in the office of Recorder McGruder in Oregon City, December 25, 1847. Mr. Crawford now made his home on Sauvie's Island with James Logie, and from there came, at the invitation of Henry Williamson, and made the first survey for a town site at Vancouver, the whole proceedings of which are fully described on a previous page of this work. During the remainder of the summer of 1848 he traveled extensively through the Willamette valley with ox-teams, and that fall and the early spring of 1849 assisted in the management of the first bakery in Portland, his associate being a London baker named Williams, while their principal manufacture was "sea-biscuit" for sale at the mines.

February 26, 1849, he came to Vancouver, obtained supplies from the store of the Hudson Bay Company, took passage in the



ship Undine for California, anchored seventeen days in Baker's Bay, finally crossed the bar and made the passage thence to the Golden Gate in seventy-two hours. On arrival at San Francisco Mr. Crawford proceeded to the southern mines and engaged in mining operations till September 6, 1849, and on the twelfth, sailed in the Toulon, Richard Hoyt, Master, for the Columbia river, arriving, after a voyage of thirty-four days.

He now came to his claim on the Cowlitz, October, 1849, and resided there continuously until 1881 when he removed his family to Vancouver. Mr. Crawford made final and permanent settlement on his Cowlitz claim in the spring of 1850, planting an orchard of one hundred apple trees and making improvements generally. He erected

a dwelling which was destroyed by fire in 1851 and subsequently built another through the middle of which the line of the Northern Pacific Railroad was run. In 1850 he was engaged in laying out the town of Milwaukee, additions to Oregon City, platting the town of Milton, St. Helens, Monticello, and a town for Captain Drew at the Lower Cascades. Besides these he laid out all of the old Donation Claims on Sauvie's Island, and was employed by Surveyor General Gardiner of Oregon to make final survey of the same in the fall of 1854 and winter of 1855. Mr. Crawford was elected the first County Surveyor for Cowlitz county, and besides serving as Justice of the Peace and other subordinate offices, has held the position of United States Deputy Surveyor. In 1883 he was elected Surveyor of the city of Vancouver, and in 1884, County Surveyor of Clarke county. Married July 30, 1850, Zillah, daughter of the late Hon. Ira Patterson, and has a surviving family of four children, viz: William P., Martha Rosabelle, Edward G. and Orion J.

Harvey D. Crumly (1868-1960)

From: "Progressive Men of Western Colorado"^{xxiv} 1905.

The offspring of Quaker parents, and bred in the lessons impressively inculcated by the members of that faith, Rev. Harvey D. Crumly, of Mesa county, living on a good ranch six miles northwest of Grand Junction, has exemplified in his life the principles of peaceful industry, fair dealing and considerate interest in the welfare of mankind which distinguish the

sect. He was born in Jefferson County, Iowa, near the village of Pleasant Plain, on February 2, 1868, and is the son of Isaac H. and Rachel (Beals) Crumly, natives of eastern Tennessee, where they were reared and educated. From there they accompanied their parents, respectively, to Jasper county, Iowa, and there, soon after reaching years of maturity, they were married. In a short time after their marriage they settled on a farm in Jefferson County, that state, where the father died in 1896. The mother is still living there on the old homestead. The father was held in high esteem in the county and was chosen to administer some of its official duties from time to time, serving as county surveyor for twelve years. He had been previously married and had four children by the first union.

Of the second marriage there were seven children, six of whom are living, the Rev. Harvey being the fifth born. He was reared in his native county and attended the public schools there, afterward taking a course at the Pleasant Plain Academy, being graduated there in 1890. He then entered Penn College at Oskaloosa, from which he was graduated in 1895.

For three years thereafter he was principal of the Haviland (Kansas) Academy, and to the duties of this position he brought the wisdom gained in teaching two years previously during the vacations in Iowa. In October, 1898, he came to Colorado and located in Mesa county where he taught school two years. He then bought the farm of thirty-one acres on which he now lives, making the purchase in December, 1898. Two years before, in the fall of 1896, he had been ordained minister in the Friends church, and in 1903 he served the church at Glenwood, Iowa, as its pastor. With the

exception of that year, he has resided on his ranch ever since purchasing it.

But his interest in the church has never waned, and he has devoted his energies to its welfare in the section of his present home, helping to organize a mission of the Friends at Pomona schoolhouse, of which he is now pastor. His ranch is devoted principally to fruit. He has eighteen acres of apple and peach trees, nearly all in good bearing order, and a considerable space in strawberries. His business is prosperous and its returns are commensurate with his efforts and intelligence in conducting it.

On August 5, 1897, he was united in marriage with Miss Olive Folger, a native of Illinois, but reared and educated in Kansas. She is the daughter of the Rev. Thomas and Josephine (Cutler) Folger, natives of Illinois, the father being a minister in the Friends church. They reside near Carthage, Missouri. Mr. and Mrs. Crumly have one son, Lorenzo T., now five years old. In politics Mr. Crumly is independent, a Prohibitionist in principles. He and his wife have passed many of their winters in evangelistic work, devoting their summers to their ranch, on which they have recently completed and now occupy a comfortable and convenient residence.

Walter Washington DeLacy (1819-1892)

From: "Contributions to the Historical Society of Montana 2"^{xxv}, 1896.



ALTER WASHINGTON DELACY. Born in Petersburg, Va., Feb. 22, 1819; died in Helena, Mont., May 13, 1892. Leader of a party of prospectors who passed through the southwest corner of the Yellowstone region in 1863, and compiler—with David E. Folsom—of the first map (deLacy's 1870 edition) to show most of the prominent features with reasonable accuracy.

He was the son of William and Eliza deLacy of Norfolk, Va. They came of a noble Irish family that had declined on these shores, and young Walter lost both parents while yet a boy. His upbringing was left to a pair of maiden aunts and a bachelor uncle, who did well by him. In fact, his uncle even moved to Emmetsburg, Md., to be nearby while the young man attended Mount Saint Mary's Catholic College (where he specialized in mathematics and languages, French, Portuguese, and Spanish).

Since civil engineering was the career he wished to follow, deLacy's uncle obtained for him an appointment to the U.S. Military Academy at West Point, but that schooling was denied him through official chicanery. The wrong was soon righted personally by Professor Dennis Hart Mahan, who felt a responsibility to the boy's family. He took Walter to West Point for tutoring by himself and other officers, thus providing him with what was undoubtedly the finest education in civil and military engineering available in that day.

In the year 1839, while deLacy was working as a railroad surveyor, he was called to Washington to take an examination for a commission in the regular army. With the rank of lieutenant, the young man became an assistant instructor in French at the Military Academy, but he soon resigned that position to take a similar one with the U.S. Navy. Future officers were then schooled at sea and deLacy taught languages to midshipmen aboard ships until 1846.

Returning to his true interest, engineering, deLacy was employed by a group of wealthy men to search for abandoned Spanish silver mines, and he was in the Southwest when war began with Mexico. He took a brave part in that conflict, gaining a captaincy, and during the years immediately following he was employed in the West on a number of Government projects, a survey for a railroad across the Isthmus of Tehuantepec, the survey of the 32d parallel from San Diego, Calif., to San Antonio, Tex., and hydrographic surveys on Puget Sound.

The latter work put deLacy in position to play a very important role in the Indian war of 1856 in the struggling new Territory of Washington. Governor Isaac I. Stevens made him engineer officer with responsibility for planning and constructing the blockhouses and forts that protected the settlements while the volunteer troops

campaigned in the Indian country east of the Cascade Mountains.

Having proven himself as a military engineer, deLacy was given employment on a favorite project of Governor Stevens—the construction of the Mullan Road. He was the man who set the grade stakes for the crews, and, at the eastern terminus, he later laid out the town of Fort Benton at the head of navigation on the Missouri River.

Apparently deLacy's experience in Mexico gave him faith in the mineral possibilities of Idaho and Montana. He followed the succession of stampedes that opened up the northern Rocky Mountains, and it was a prospecting tour in 1863, "with a party he called the 40 thieves" that took him across the southwestern corner of the present Yellowstone Park. There he saw Shoshone Lake and the Lower Geyser Basin, but failure to publish his discoveries adequately prevented his getting the credit his exploration merited.

But there was a valuable result. In 1864 the first Territorial Legislature of Montana commissioned deLacy to prepare an official map to be used in establishing the counties, and his map, published in 1865, showed just enough of the Yellowstone region to whet the interest of Montanans (on it was the lake and the falls of the Yellowstone River, with a "hot spring valley" at the head of the Madison River). The map was periodically improved during the 24 years it was in print, and a copy of the 1870 edition—complete with the route of the Folsom party of the previous year, and extensively corrected to accord with their observations—was carried by the Washburn party of 1870.

In Montana's Sioux War of 1867, deLacy assumed a familiar role when he was appointed colonel of engineers for the Territorial Volunteers. In that conflict he displayed his usual quiet bravery by going to the relief of Federal troops beleaguered at Fort C. F. Smith on the Bozeman trail.

Loading a wagon train with Gallatin Valley potatoes and flour for the famished garrison, he pushed through with a handful of volunteers—despite warnings that the Sioux would gobble them up.

The remaining years of deLacy's life were occupied with surveying and civil engineering. He fixed the initial point and laid out the base line for the public land surveys of Montana, prepared a map for the Northern Pacific Railroad that greatly influenced the choice of a route through the territory, and accomplished a perilous survey of the Salmon River. He was later city engineer for Helena, Mont., and an employee in the office of the Surveyor General there. He worked to within a few weeks of his death.

Phillip Garrett Eastwick, Sr. (1838-1905)

From: "David D. Clarke, Narratives of a Surveyor and Engineer in the Pacific Northwest."^{xxvi}

Philip G. Eastwick who was Office Assistant, was a Civil Engineer of long experience who had been in the employ of the N. P. RR. Co. for several years, locating lines in the interior. In later years he entered the Govt. service and for years was stationed at Portland as Civilian Assistant, U. S. Engineer Department. He died in Panama about eight years^{xxvii} ago whither he had gone to visit his son, Major Eastwick, who was agent for the International Banking Co. at that point.

William Elijah Elwell (1866-1930+)

By Jerry Olson

William Elwell was born to Hiram and Julia Elwell in Vigo, Indiana on February 27, 1866, the 4th of 8 children. By 1870 they had moved to Decatur Illinois, and there is no further record until March of 1892 when he was on a City of Vancouver survey crew with Robert Webster under Manford Lisher, City Surveyor. All three would eventually receive survey contracts for the General Land Office.

The U. S. Congress appropriated \$64,000 on Aug 5, 1892 for surveying townships inside and outside of railroad grant lands in Washington State. The U. S General Land Office had preceded this event in 1889 by sending Major John B. Brockenbrough, accompanied by Deputy Surveyor William B. Mayre, to inspect the timber resources of the Pacific Northwest. Following through, the U. S. Surveyor General awarded 19 survey contracts, mostly west of the Cascades. This was at the time of the "Panic of 1893", a severe recession, and most contracts were small, going to surveyors inexperienced in government contracts.

Somehow he arranged a contract with the Washington Surveyor General in November of 1892 under Special Instructions to do inspection surveys of GLO survey contracts in Washington. He inspected four Deputy Surveyors totaling ten townships in 1892 and 1893.

Contract 414 for T3N R4E was awarded on May 27, 1893 to Robert A. Webster, who was working for Clark County at the time. Contracts 415 for T4,5N R4E and Contract

416 for a portion of T5N R3E were awarded on May 27 and 29, 1893 to Elwell.

Webster surveyed his township to the south of Elwell's in 1894, and was authorized for payment by the Washington Surveyor General in December 1894. However, the commissioner ordered an inspection of the work by T. R. Hinsdale, detailed examiner, in May 1895, and that resulted in the entire survey by Webster being rejected. He received the letter in April, 1896 and resurveyed about 30 miles of line in July and August, 1896. He had pledged his father's farm for the bond to get the survey and appeared to have no choice but to comply. The survey was approved in 1897 and signed off January 21, 1898.

Elwell formed an agreement with Charles A. Homan, an engineer assigned to the U. S. Army Engineers at Vancouver Barracks, where Elwell was to do the work, and Homan was to at least finance part of it. Homan signed as surety and bonded twice the price of the contract, listing a house in Vancouver, one-half-interest in 80 acres in Pioneer, and \$500 of stock in the Vancouver Building and Loan Co. as collateral. Lynn Clough signed also with \$10,000 of value in ten acres of improved prune land just outside of Vancouver. The instructions said Elwell could use a compass needle on subdivision lines but not on township lines and to use the 1889 Manual of Instructions.

Elwell spent the year of 1893 doing the inspection surveys in Cowlitz and Lewis Counties, reporting favorable results on all instances. He inspected Levi Vickery, Charles Murray, Gilbert Ward and Elijah Ward. A typical evaluation was: "After a careful examination of the work, I believe it has been well done by a competent surveyor." In March of 1894 Elwell requested an extension of the time for his contracts. Reasons included a late notice to proceed, his inspection work, and two feet of snow on the jobsite. He surveyed T5N

R3E from April 12th to 28th and finished the other two townships by the end of 1894, submitting his notes to Surveyor General Watson. Watson approved Contract 416 of T5N R3E, which had only about twenty miles of survey, and submitted it to the commissioner, who approved it in May of 1895.

The rest of the work was inspected by Waller R. Staples, detailed clerk, in May 1895. He found many errors, including a 2.85 (188 ft.) chain jog in the alignment of the standard parallel at the standard corner to sec 31 & 32 and a 4.53 chain (299 ft.) error East and West also at that point.

In his report Staples states: *"The deputy's corners as a rule are poorly established and his lines are very poorly blazed. The blazed lines bet. Secs. 31 & 32 intersects the line bet. Secs. 29 & 32 about 3 chs. East of the corner, and that between Secs. 32 & 33 starts from the Standard Parallel about 1 chain West of and across a brook from the Standard cor. to these Sections. A further examination of this survey would have been made had not a forest fire visited my camp destroying bedding, clothing and provisions. I attempted an examination of the line between Sections 30 & 31 but the fire was still raging in this locality and the danger from falling timber necessitated abandoning this line. That the survey has been carelessly executed and contains errors too large to permit its acceptance is clearly indicated by this examination."*

This report resulted in supplemental special instructions to Elwell on March 28, 1896, almost a year later, to redo the survey of T4,5N R4E. Elwell realized that he was not competent or financially able to correct the work, and asked the Surveyor General to allow Homan to do the corrections. The Surveyor General appointed Homan on July 29th as a compassman to "assist" Elwell in making the corrections, and he agreed, to at least protect his interest as a surety. Homan

acquiesced as long as he was to get the same money as Elwell, and that it was to be sent to him. This was approved on August 18th by the Surveyor General. On August 24th the commissioner appointed Homan as compassman to "assist" Elwell, and that the money was to be sent to Elwell. On August 29th Homan stopped work on the contract and suspended the crew due to bad faith on the part of the commissioner.

On January 25th, 1897 the Surveyor General asked what steps Elwell had taken to correct the survey, Homan replied that "he" had entered into an agreement with the Surveyor General to correct these surveys under his own contract, and that Elwell was no longer in the picture. Homan asks why the Surveyor General was still talking about Homan "assisting" Elwell in finishing the survey.

Homan explained: *"From August 19th to 28th, 1896, I spent in making an examination of the work in the vicinity of the First Standard Parallel North through townships 4 & 5 East. The country is mountainous and covered with heavy timber, underbrush and windfalls so that progress on true line was necessarily slow, but enough work was done to convince me that any attempt at adjustment of the original work would be labor lost."*

The errors of alignment and distance are so great that in many cases original corners were so far from true position that, with the assistance of Mr. Elwell, I was unable to find them."

Mr. Elwell trusted entirely to a very indifferent compass needle for his alignment.. He admitted that to save time he established his section corners on latitudinal lines entirely across the township, and that no attempt was made to adjust these lines. In my opinion the records of the surveys of Townships 4 & 5 North, Range 4 East, are entirely unreliable and worthless."

Homan asked that the Surveyor General correct this situation by naming him as a Deputy Surveyor to act in his own capacity to redo the work surveyed by Elwell and to make payment to him exclusively when the work was finished. On February 16, 1897, Surveyor General Watson issued supplemental special instructions naming Homan as a Deputy Surveyor, saying he will be paid, subject to the approval of the commissioner, but still saying he will “assist” Elwell. Also, all work will be done by a solar instrument, and no compass needle will be allowed. This agreement was approved by the commissioner on March 5th. The instructions were amended on March 11th to state that the South boundary of T4N R4E as surveyed by Webster is still “unaccepted” and that Homan was not authorized to survey T4N R4E until further instructions.

Obviously Homan had his heels dug in and would not resume the resurvey until he had an acceptable contract. On May 5th, the Surveyor General wrote Homan that he could have the contract in his own capacity and not be “assisting” Elwell. Homan agreed and reaffirmed that the money would go to him.

The survey parties were organized and from June 16 to September 19, 1897 the First Standard Parallel and T5N R4E were resurveyed by Homan. On July 31st detailed examiner T. R. Hinsdale accepted the North boundary of T3N R4E as surveyed by Webster, and the on August 2nd the Surveyor General told Homan he could proceed with T4N R4E. On March 29th 1898 Homan wrote to the Surveyor General that the South boundary of Section 36, T4N R4E was off alignment by over one degree and that the East line of the township was long by almost 5 chains. Surveyor General McMicken countered by directing Homan to create a sectional correction line on the north line of the southerly tier of sections

and to create government lots on the south township line. Webster’s line had already been approved.

By August 8th of 1898, Homan had finished the field work of the corrections and soon thereafter turned in his notes to the Surveyor General

Apparently the Surveyor General had further special instructions for Homan for in May of 1899 he was again in the field, this time to retrace the entire south boundary of T4N R4E to document the deviations from the manual as surveyed by Webster. He turned those notes in early in June, and Surveyor General McMicken approved the survey and sent Homan an accounting of the payments he would expect. Unfortunately he also told Homan that the commissioner would be sending the money to Elwell.

D. W. Kinnaird, Detailed Examiner of Surveys, inspected his work in August 1899 and issued more Special Instructions. This time they found that Homan did not obliterate all the marks from the old corners, and his monuments for the corners were inadequate. He was ordered to go back to the 140 miles of survey and replace most of the wooden posts with marked stones. Homan replaced 63 posts in November of 1899, signed his work in December of 1899, and received approval March 26, 1900. The contract amount was \$2840 with the contractor receiving the maximum special rate of \$20 per mile. In January he was still protesting the proposed payment of money to Elwell.

Another contract was awarded to Homan by the Surveyor General on March 3, 1901 for three townships in Cowlitz County. In January of 1901 he asked for an extension of that contract as he explained:

“That owing to the uncertainty and risk caused much by the method of settlement of my claim for the surveys of Townships 4 and 5 North, Range 4 East, W. M., executed by me as compassman under instructions from

your office, and the jeopardy in which the compensation for this work was placed by the action of the Department for many months, made it imperative for me to remain in Vancouver to protect my interests and also prevented the giving up of the situation held by me under the U. S; Government, without the risk of serious loss and distress to myself and family. That when settlement was finally made, I was in duty bound to give my employers ample notice of my intention to resign, and to remain in office until a suitable person was found to take my place. This delay, covering most of the field season of 1900, was unforeseen and unavoidable on my part."

It is unknown when Homan got his money or if it was sent to Elwell. He had been paid by January 1901, but he never proceeded with the new work, and it was awarded to Edwin Sharp and Robert Omeg later as contract 593. As an experienced bureaucrat in the Army, Homan actually stood up to the General Land Office better than most Deputy Surveyors.

There is no record of Elwell surveying again, and in 1905 he married his wife Nellie Pauley in Kelso where he remained for some time. He moved to Bremerton, WA where he was employed as a laborer in the shipyard in 1920 and as a storekeeper in a dry goods store in 1930.

Charles H. Fenner (1858-....)

From: "Who's Who in the Pacific Southwest, 1913."^{xxviii}

FENNER, Charles H. Mining engineer. Res. 453 Hartford ave.; office, 619 Trust and Savings bldg., Los Angeles, Cal. Born in Bristol, R. I., Sept. 29, 1858; son of Richard and Sophia Fenner. Married to Eva

M. Price in 1910. Attended grammar schools of Rhode Island.

Served apprenticeship in office of S. N. Keith, civil engineer, Providence, R. I.; assistant in office of J. W. Ellis, Woonsocket, R. I., 1877-78; asst. in surveying dept. N. Y. & N. E. R. R., 1878-80; asst. engineer for N. P. R. R. Co., 1880-83; engaged in general practice as civil engineer in Montesano, Wash.; bridge and road engineer, Chehalis Co.; state engineer, Montesano, Wash.; state Land Commissioner, 1883-94; engineering practice, 1894-96; U. S. public land survey, Seattle, 1896; chief engineer Seattle and International R. R., 1897-99.

Mine survey in Montezuma mining district; U. S. Mineral Survey, 1899-1900; engineer Sumpter Townsite Co.; city engineer, Sumpter, Ore.; U. S. Mining survey for Ore., 1900-02; managing engineer Archuleto Oil Co., Archuleto co., Col., 1902-03; city engineer, Sumpter, Ore.; U. S. mine, survey, and engineer Snow Creek and Alamo Mining Co., 1903-04; survey Tonopah, Nev.; U. S. mining survey, 1904-05; engaged in general mining survey associated with Booker & Philbrick at Goldfield, Tonopah and Mattanhattan, Nev., 1905-09; city engineer Goldfield, Nev.; pres. Surprise Valley Power & Irrigation Co., 1909- 10; engineer and vice-pres. Manhattan Consolidated Co.; and original Seven Troughs Mining Co., 1910 to date.

Vice-pres. and engineer Carlyle Gold Mining & Milling Co.; engineer Investors Land & Water Co.; and Malone Land & Water Co. Member American Institute of Mining Engr.; Knickerbocker Club.

Elisha Peyre Ferry (1825-1895)

**From: "An Illustrated History of
Washington"ⁱ**

HON. ELISHA P. FERRY. No star in constellation of States shines with brighter effulgence than that of Washington, whose brilliancy is due to the concentrated



glory of her most honorable citizens. Among those conspicuous for their services in her cause, no one is more justly deserving of notice than the gentleman whose name heads this brief biography.

This honored citizen was born in Monroe, Michigan, August 9, 1825. His preliminary education was received in his native city, after which he studied law, both there and in Fort Wayne, Indiana, and was admitted to the bar in 1845, being then-but twenty years of age. In 1846 he removed to Waukegan, Illinois, where he began practicing his profession, and of which place he was continuously a resident until July, 1869, at

which time he removed to the Territory of Washington. He brought with him an extended experience in public affairs, having been prominent in the State of Illinois. He was the first Mayor of Waukegan, and in 1852 and 1856 was Presidential Elector for the district in which he resided. He was a member of the constitutional convention in Illinois in 1861, and from that year to 1863 was Bank Commissioner in that State. During these years he was a member of Governor Yates' staff, as Assistant Adjutant-General, with the rank of Colonel, and assisted in organizing, equipping and sending into the field a large number of Illinois regiments. In 1869 he was appointed Surveyor-General of Washington Territory and in 1872 was appointed Governor of the Territory and re-appointed in 1876, all of which positions were conferred on him by President Grant. He served as Governor until November, 1880, when he removed to Seattle and became a member of the law firm of McNaught, Ferry, McNaught & Mitchell. In September, 1887, he retired from the practice of the law and entered the Puget Sound National Bank as vice-president. September 4, 1889, he was nominated by the Republican party for Governor of the State, and on October 1 was elected to that office, serving in that position with his usual probity and ability.

The Governor has been a strong, consistent Republican since the organization of the party and was a member of the first Republican convention held in the United States. Religiously, he is an active member of the Episcopal Church. In the various walks of public and private life he has been the same conscientious, able citizen:

On the day when he retired from the office of Governor, January 11, 1893, the following appeared as an editorial in the Post-Intelligencer, the leading Republican paper in the State of Washington.

"THE RETIRING GOVERNOR"

"Governor Ferry will carry with him into private life the hearty respect, esteem and good wishes of the best men of the State, without distinction of party. Governor Ferry brought to the administration of his responsible office the ripe, well-garnered treasures of an upright life of energetic and varied experience. Born in Michigan, he was admitted to the bar at twenty years of age. For twenty-three years he practiced his profession in Waukegan, Illinois. During the war he rendered patriotic service upon the staff of Governor Yates, of Illinois. He came to Washington in 1869, was appointed Surveyor-General, and then Governor of the Territory by President Grant. He was eight years Territorial Governor, retiring in 1880 to resume the practice of his profession. In 1887 he became a banker, and in 1889 was elected the first Governor of the new State of Washington.

"He was easily the best equipped man in the whole State for the position; he had been twenty years a resident of the Territory; his experience as Surveyor-General and Territorial Executive had made him familiar with the natural resources of Washington and its most imperative wants. He brought to the administration of his office the technical professional knowledge of a sound lawyer, and a practical knowledge of finance and business. As a lawyer and a man of affairs he was admirably fitted for his position.

"He has 'more than met the high expectations of his friends. His official term has included some trying experiences, but in every instance Governor Ferry has discharged his responsibilities with dignity, wisdom, tact, firmness, probity and resolution. He retires to private life followed by the hearty plaudits of his fellow citizens of all parties, who tender him their best wishes for happiness and comfort during all the years that are before him."

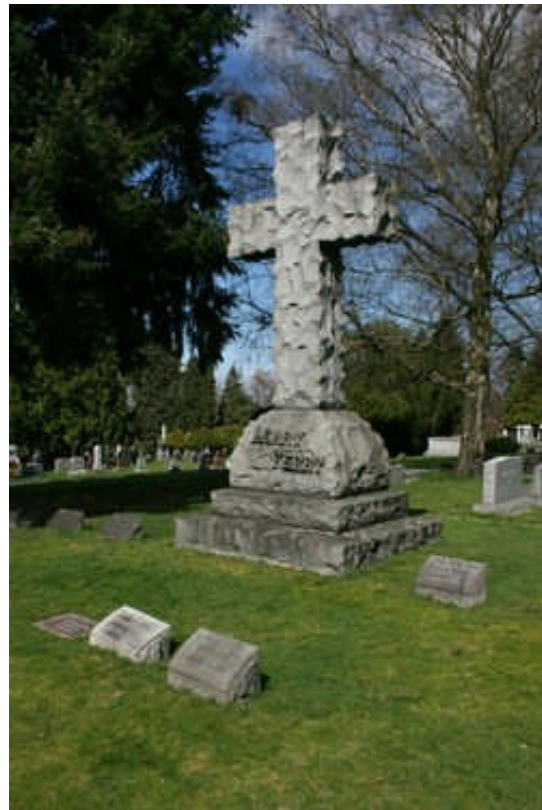


Figure 44. Elisha P Ferry grave marker next to tombstone in Lake View Cemetery in Seattle. (From findagrave.com.)

From:
["harmonyfreemason.blogspot.com/2004/12/harmony-lodge-18-history.html"](http://harmonyfreemason.blogspot.com/2004/12/harmony-lodge-18-history.html)

Brother Elisha P. Ferry was born in Monroe, Michigan, August 9, 1825, and received his education in his native state. Studied law in Indiana and was admitted to the bar in 1845, being but twenty years of age. Moving to the state of Illinois he began the practice of his profession, was active in politics and a member of the first Republican National Convention. He rendered distinguished service on the staff of Governor Yates, of Illinois, with the rank of Colonel during the war of the rebellion. In 1869 he was appointed Surveyor General of the Territory of Washington and moved to Olympia to take charge of the duties of his office. He was one of the charter members of Harmony Lodge and was the first Senior Deacon. Was elected Senior Warden in 1872, Worshipful Master in 1873, 1874, 1875, and Junior Warden in 1876, Senior Warden in 1877. Brother Ferry was elected Grand Master of the Most Worshipful Grand Lodge of the Territory of Washington in 1878 and also re-elected as Worshipful Master of Harmony Lodge, No. 18, for the same year. In 1872 he was appointed Governor of the Territory of Washington and reappointed in 1876. In 1880 he moved to Seattle and engaged in the practice of law, and later in the banking business, being vice-president of the Puget Sound National Bank. On September 4, 1889, he was nominated for Governor of the newly created State of Washington. Removing again to Olympia to assume his new duties, Harmony Lodge, on December 11, 1889, re-elected him as Worshipful Master. The election was confirmed but he was never installed. Brother Ferry was active in Grand Lodge work, serving in various offices and committees as well as that of Grand Master. He retained his membership in Harmony Lodge until his death, which occurred October 14, 1895.

Edward A. Fitzhenry (-)

From: "Washington, West of the Cascades."ⁱⁱ

Many years devoted to civil engineering have well qualified Edward A. Fitz-Henry to efficiently discharge the duties of the office which he now holds, namely- that of United States surveyor general for the state of Washington. He was born in Bloomington, Illinois, and is a son of Hiram and Elizabeth FitzHenry. He attended the public and high schools of his native city, graduating from the high school in 1886. Subsequently he was for a year a student in the Illinois Wesleyan University at Bloomington and then attended the State University at Urbana. Upon leaving college he secured a position with the engineering department of the Lake Erie & Western Railroad, but after remaining in that connection for two years came to Olympia, Washington, and entered the employ of the Union Pacific Railroad as surveyor. Six months later he removed to Port Angeles, Washington, where he engaged in civil engineering. In 1892 he was elected county surveyor and upon the expiration of his term in 1896 was appointed deputy county surveyor, serving until 1900. From 1904 until 1908 he was county clerk and from 1908 until 1912 was county engineer. When not holding office he was connected with the engineering departments of various railroads and also did some survey work for the government. He did irrigation work in various parts of the state and in engineering circles he gained recognition as one of the leading members of the profession. It is generally conceded that President Wilson acted wisely in appointing him United States

surveyor general for the state of Washington, which position he has held since July 1, 1913.

Mr. FitzHenry was married in Port Angeles in October, 1898, to Miss Jessie Crooks and they have a daughter, Phyllis, who is now a high school student. The democratic party has a staunch supporter in Mr. FitzHenry but nothing affecting the general welfare is a matter of indifference to him. Fraternally he belongs to the Knights of Pythias and in religious faith is a Presbyterian. He is also a member of the Chamber of Commerce. While doing survey work for the government, he reported an unnamed mountain peak in the Olympian mountain range, laying some twenty miles south and west of Port Angeles. This mountain has an elevation of seven thousand one hundred and fifty feet and was presumed by the Press Club Explorers to be Mount Olympus so was not given a name by this exploration party. The government honored Mr. FitzHenry by naming this mountain Mount FitzHenry. It is needless to say that his duties as surveyor general are promptly, faithfully and efficiently discharged or that he is held in high esteem throughout the state and especially by the engineering profession.

His paternal ancestors came to America from England and Scotland at an early date. The first George settled in Virginia and his descendant Enoch participated in the War of the Revolution and later settled in Pennsylvania and reared a large family. Enoch's son, Edward, Mr. FitzHenry's grandfather, settled in Ohio and later moved his family to McLean county, Illinois. Mr. FitzHenry is a member of the Isaac I. Stevens Chapter of the Sons of the American Revolution, being eligible from each paternal family line.

Nicholas J. H. Fortman (1838-)

From: "An Illustrated History of Stevens, Ferry, Okanogan and Chelan Counties,"^{xxix}

N. J. H. FORTMAN, a -civil engineer of considerable experience throughout the northwest who has shown himself very capable in his profession, is now surveyor of Ferry county. He also does mining engineering. He was born in New York, on January 14, 1838. His parents, J. C. H. and A. E. (Devely) Fortman, were natives of Holland, who came to America and located in New York state, where they remained the rest of their lives. The father was professor of languages and they were the parents of three children, Nathaniel, deceased, N. J. H., and Anna Kuyper. Our subject was educated in the state of New York, and when sixteen entered the naval college. After his graduation from this institution, he went to sea for practical experience, and followed this for a number of years, visiting nearly every part of the globe. In 1856, he was shipwrecked on the south coast of the Island of Java. During the last two years he served at sea, he was an officer. In 1859, Mr. Fortman came to California and took up mining, and one year later we find him on Puget Sound.

There being very little work in civil engineering, he turned his attention to farming, which occupied him until 1873. For six years after, he was very active in pursuing the higher intricacies of civil engineering, fitting himself for every kind of work. For a number of years, he was surveyor at Port Townsend, and later entered the employ of the Puget Sound Iron Company as their leading agent and

engineer. In due course of time, Mr. Fortman took up real estate business and dealt in land during the boom days at Port Townsend. He came to where Republic now stands, but before the town was started, and here he has remained since. He has done a great deal of excellent work throughout the county and the adjoining country. In political matters, Mr. Fortman is a Democrat, and his party named him for surveyor, and he won the day against Thomas M. Hammond. In former years, Mr. Fortman has been quite active in political matters and has served' in many official positions. Fraternally, he is connected with the Red Men.

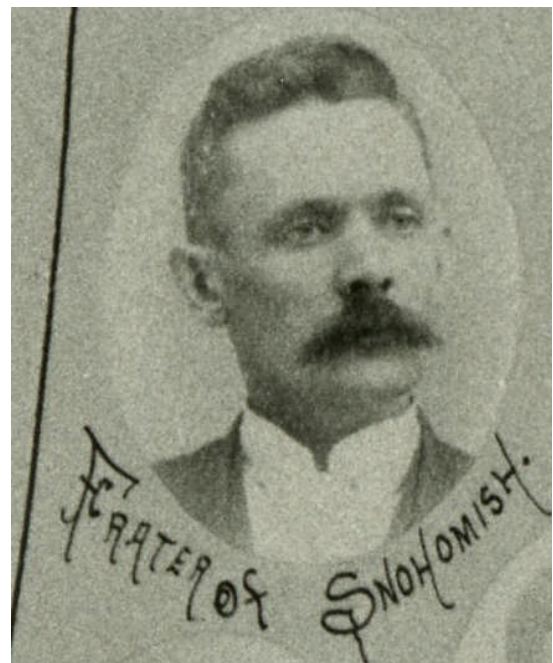
Archibald Wanless Frater (1856-)

From "Seattle and Environs"^{xxx}

Few men have made a more lasting impression upon the legal history of Washington than *has Judge Archibald W. Frater, who for many years has presided with dignity and ability over the superior court of the state of Washington, for King county.* He is a native of Belmont County, Ohio, and of Scotch descent. Early representatives of the name in America settled in West Virginia, near the Ohio line. Choosing the legal profession for the exercise of his talents, he qualified for practice and on leaving Ohio he made his way to Crow Wing county, Minnesota where he practiced law for five and a half years. He next went to Kansas, where he also followed his profession, and for about two years was financially interested in the Bank of Webster, that state.

On the 1st of May, 1888, Judge Frater came to Washington, first locating in Tacoma, and a year later he removed to Snohomish. For some time he maintained a law office in the latter place and in 1891 he was elected to the state legislature from that district. He became resident of Seattle on the 1st of April, 1898, and his professional ability led to his selection for the office of judge of the superior court, which he is now filling, his long retention therein being proof of the high quality of the service which he is rendering the state.

Judge Frater was married near Mount Gilead, Ohio, on the 29th day of June, 1881, to Miss Emma Brooks, a native of Seneca county, Ohio, and a daughter of William and Hannah Brooks, who became early settlers of that state. The father was an honored veteran of the Civil War and a representative of an old New England family of English extraction. To Judge and Mrs.



Frater were born three children: Ralph P.,

whose birth occurred on the 13th of June, 1882, and who is deceased; John and Helen, who was born at Snohomish, January 20, 1890, and became the wife of Charles R. Lewis, who served as superintendent of school at Kent, Washington, prior to the World war. After his discharge he engaged in the practice of law at Shelton, Washington, and is prosecuting attorney of Mason County.

Judge Frater has been a prominent figure in both local and state political circles of Minnesota and Washington and has become a recognized leader in the republican ranks. He belongs to the University Congregational church of Seattle, of which he has been a deacon, and his influence is ever on the side of progand uplift. He is a member of the Arctic Club and is one of the best known Masons in Washington. He belongs to the commandery, has taken the thirty-second degree in the consistory and is a past grand master of the Grand Lodge of Washington and a past grand patron of the Order of the Eastern Star of Washington. He occupies a position of distinguished preferment in his profession and is recognized as a man of high intellectual attainments, with whom association means expansion and elevation.

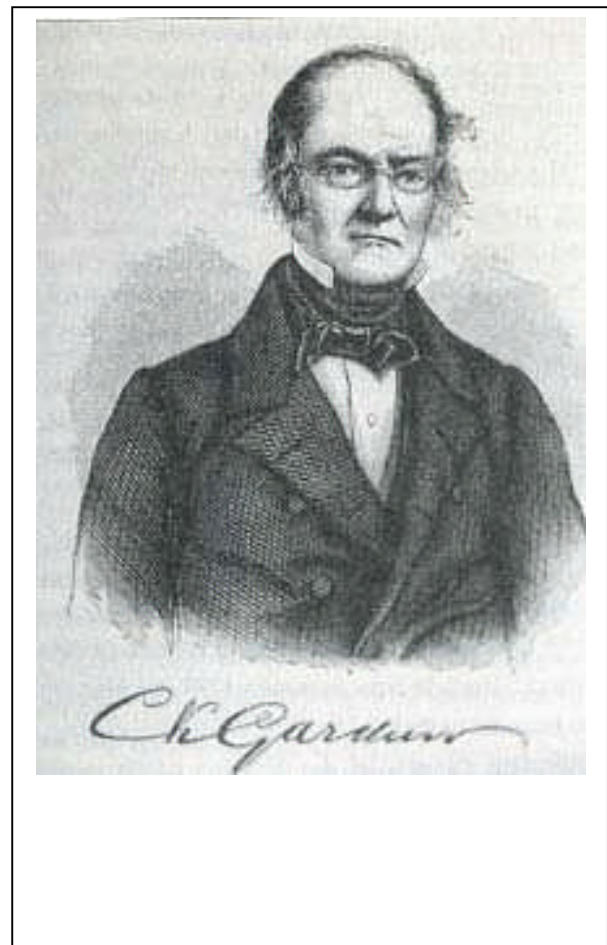
John A. Frater, the only surviving son in the family, was born in Kansas, May 28, 1887, and his early education was acquired in the grammar and high schools of this city. Later he became a student at the University of Washington, from which he received the Bachelor of Arts degree in 1910, and three years later he was graduated from that institution, with the degree of Bachelor of Laws. In 1913 he entered the office of Charles H. Winders, general attorney for the Northern Pacific Railway Company, with whom he remained until February, 1915. He then became associated with Edwin H. Flick in the general practice of law and later was appointed assistant United States district attorney. He is also a

Congregationalist in religious faith and belongs to Beta Theta Pi, also to Phi Delta Phi, an honorary legal fraternity. He married Ruby E. Cannon, daughter of J. W. Cannon, M. D., of Boise, Idaho.

Charles K. Gardner (1787-1868+)

From: “Pictorial Field-book of the War of 1812”^{xxxi}, 1868.

Charles K. Gardner was born in Morris County, New Jersey, in 1787, and in 1791 removed with his parents to Newburg



on the Hudson, where he finished his

education. He was a student of medicine with Dr. Hosack in New York, when he received the appointment of ensign in the old Sixth Regiment of Infantry in 1808. In the following year, while on duty at Oswego, he was appointed adjutant of his regiment. He served as such at various points, and at Baton Rouge. Louisiana, General Wade Hampton appointed him his brigade inspector. In July, 1812, he was appointed captain of the Third Artillery, and in the following month General Armstrong, then in command at New York, made him his brigade inspector. In March 1813, he was in charge of the adjutant general's office at Washington as assistant, but was soon afterward promoted to major of the Twenty-fifth Infantry, and ordered to the Northern frontier at Sackett's Harbor. He was in the battle of Chrysler's Field. In the following spring he accompanied General Brown's division First from French Mills to Sackett's Harbor, and then to Buffalo, and in April received the appointment of adjutant general, with the rank of colonel. For distinguished services on the Niagara frontier he was brevetted lieutenant colonel, but, being then colonel, he declined it. In May, 1816, he was recommissioned adjutant general of the Army of the North, and in 1818 he married and resigned.

In 1822, he edited the New York Patriot, and was appointed corresponding clerk in the Post-office Department. In 1829 he became assistant postmaster general. He became auditor of the treasury for the Post-office Department in 1836, and was afterward postmaster at Washington City, and surveyor general of Oregon. Colonel Gardner is now (1867) a resident of Washington City. He is the author of a "Compend of Infantry Tactics", and a very comprehensive "Dictionary of the Army".

George Clinton Gardner (1833-1904)

From: William L. Clements Library, The University of Michigan, *George Clinton Gardner Papers*.

Papers, 1809-1900
150 items

Background note:

George Clinton Gardner served as Assistant to William H. Emory in surveying the California-Mexico boundary from 1848-1853. He spent the following year working for his father, Charles K. Gardner, a former journalist and army officer who was then surveyor general of the Oregon Territory. From 1855-1865, Clinton Gardner acted as assistant astronomer and surveyor for both the Northwest and Southwest Boundary Commissions.

In 1869, Gardner was placed in charge of dredging operations at Erie Harbor, working for the Philadelphia and Erie Rail Road. His job involved an early experimental use of nitroglycerine (manufactured by George M. Mowbry) for submarine blasting. Ten years later, Gardner was general manager for the Mexican National Construction Co., and in 1895 he was involved in topographical engineering in Peru.

Scope and contents:

The Clinton Gardner Papers includes two letters and some accounts of Charles K. Gardner along with Clinton Gardner's correspondence concerning real estate

dealings in Buffalo, NY. Three of Clinton Gardner's letterbooks are also included:

1869 February 9-1870 February 25 (33 pp.; re: dredging at Erie, with reports of drilling, equipment and crew and experiments with nitroglycerine);

1881 Sept. 8-1882 July 3 (212 pp.; re: business and family, contracting, trade, road construction, travel and mapping in Mexico);

1895 July 5-November 9 (84 pp.; re: engineering and travel in Peru). There are 10 letters of recommendations for Clinton Gardner written by prominent military and engineering experts.

M-1898

Subjects

Dredging--Pennsylvania--Erie

Engineers--United States

Mexico--Surveys

Nitroglycerine

Peru--Description and travel

Peru--Surveys

Real property--New York--Buffalo

Road construction--Mexico

Surveying--Mexico

Surveying--Peru

Surveyors--United States

From: This article by Edna Brandon Hanson appeared in *The Vancouver Sun* as, "The Strange Life Story of Captain Charlie Gardner" between November 29 and December 27, 1941

<http://explorenorth.com/library/bios/gardner-c.html>

Charles Alphonsus Gardner

Pioneer Yukon River Captain

HIS BOYHOOD

The wild crabapple trees were in bloom along the banks of the Fraser in the Spring

of 1860 when, in the Indian settlement of Matsqui, a child was born in whose veins ran the blood of two great races. His mother was Selaamia, daughter of the chief of the Indians of Matsqui and Sumas, and granddaughter of the last great See-am, chief of all the Indians from Yale to the mouth of the Fraser. His father was Lieutenant George Clinton Gardner, civil engineer and astronomer, who, at the time of the birth of his child, was in charge of the engineering party surveying the boundary line between British Columbia and the United States and who later became one of the leading railroad financiers of the continent. The child was given the Indian name of Quotaseltill and, at the direction of his father, was also named George Clinton Gardner.

NEVER SAW HIS FATHER

He was known as George Gardner for the first nine or ten years of his life but, when he started to school at Mission in 1869, he found that Father Cherouse had by mistake christened him Charles Alphonsus Gardner.

Charles Gardner accordingly he became, and for the last forty years, he has been known up and down the Fraser, on the Stikine and Skeena, on the Yukon and the Mackenzie, as Captain Charlie Gardner, one of the really great river boat captains of Canada. From both the vanishing Indian race and the incoming White race he inherited traits which led to his success. He was reared as a typical Indian boy and gained self-reliance, alertness, quickness of eye and hand, courage, and honor in dealing with the fellows. From his white ancestry he inherited that initiative, that outstanding intelligence and persistence that placed him in the front rank of his profession. The boy never saw his father. When the survey party was working east of Chilliwack Lake, Selaamia came home to Sumas as the child was about to be born.

After she had been home a few weeks a messenger arrived from her husband. "Lieutenant Gardner sent me to tell you that his government has sent him to Peru to do some work for them there. He must go but will come back when his work is finished. I am to wait until the child is born. If the child is a boy he is to be called George Clinton Gardner and I am to take back to his father a lock of his hair. Lieutenant Gardner has left two of his men. Mr. Peabody and Mr. Roder, who are at his main camp at Bellingham, to be guardians for the child while he is away. Anything you want for yourself and for the child you can get from them."

The child was born on May 15th, 1860, and the messenger left with the lock of hair.

THE MYSTERIOUS 'THEY'

For three years and nearly four Selaamia got supplies regularly for herself and the child from the guardians at Bellingham. But one day in the early spring of 1864 a conversation took place between Selaamia and the guardians which changed the whole course of the boy's life. "What a fine big lad he is getting to be", Mr. Roder said on seeing the child. "That reminds me that we'd better be looking for a school for him. His father sends word that he is to be educated in the best school we can find. There's a good one over in Victoria. Perhaps we'd better send him there."

Selaamia and her boy went home. "They" - this mysterious world that the White people had made, of which her husband had gone and from which he had never come back - now "they" were going to take her child. She would not let him go. She and her mother and the men of her household could teach him all he needed to know. So she sent word to the guardians that the child was dead and that she would want no more supplies.

Then this little fair-haired son of Lieutenant Gardner began his life of a real

Indian boy. Proudly he rode down the great river with his grandfather in his long high-powered war canoe and soon he learned to paddle a small canoe of his own. He learned to swim and run and climb, and feared nothing on the land or in the water. He learned to track animals and to shoot with bow and arrows the muskrat, rabbit and raccoon. He went with the men to catch the sturgeon - the great "Squaworch" - that lay on the bottom of the river and was speared with long forked pole. He went with his grandmother to get reeds for mats and to get white, black and red chalk from the slough in Matsqui and made it into great round balls a little smaller than a football. These they baked in a strong fire of good wood and stored away to be sued for flailing into discoloured wool to cleanse it.

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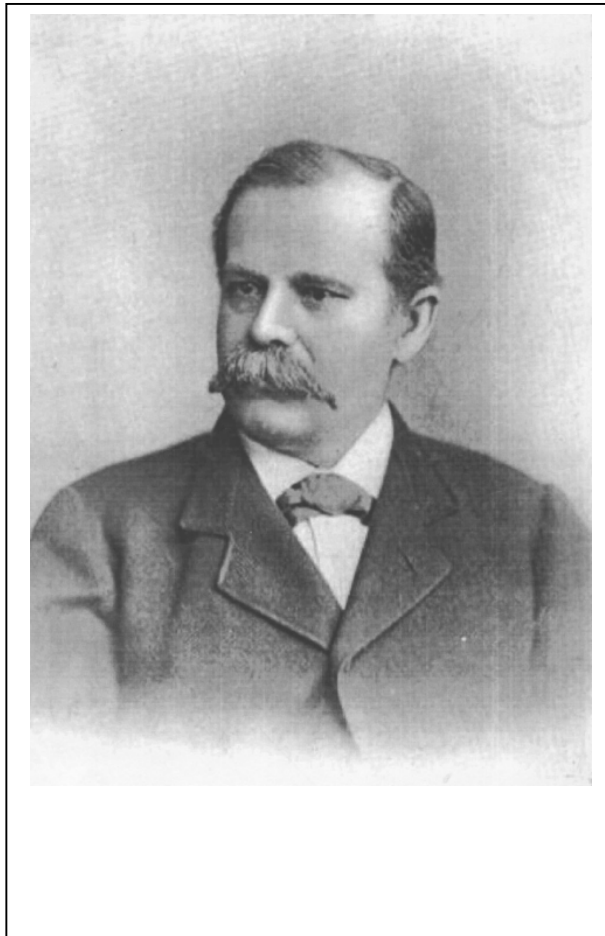
From: "Ancestry in America, Vol. IX,"xxxii 1894.

GARDNER, GEORGE CLINTON of Parkersburg, W. Va., b. in Washington, D. C., educated as a civil engineer, settled in Oregon, asst. astronomer and surveyor on International Boundary between British Columbia and Washington Territory, surveyed and marked the boundary from the coast to the summit of the Rocky Mts. and in charge of the office at Washington, D. C., had the maps and cross sections of the water ways between Gulf of Georgia and Juan de Fuca straits prepared, upon which the San Juan difficulty was settled by King William, as arbitrator, was engineer of maintenance of way of Phila. and Erie R. R., gen. supt. Pa. R. R., manager Troy and Greenfield R. R. and Hoosac Tunnel for State of Mass., gen. manager Mexican Nat. R. R. and completed that line from Texas coast to city of Sattillio, ptcs. Buffalo, N. Y. and Phila. R. R., chairman of investigating com. of

Mo., Kans. and Texas R. R., pres. N. England and Western R. R. (Storm King Bridge), vice-pres. N. Y. and Mass. R. R. and now gen. manager Ohio River R. R.

(m. Oct. 13, 1863, Mary Frances Brodhead, dau. of George Hamilton Brodhead, pres. of N. Y. Stock Exch. and desc. of Capt. Daniel Brodhead, an officer of English army in command of Esopus, N. Y., and ancestor of the Brodhead family in America.)

George Clinton Gardner had five children, viz.: Julia Brodhead, Alida, Delia Brodhead, George Clinton, Jr. and Mary Frances; son of Charles Kitchell Gardner of Washington, D. C., b. at Bottle Hill, now Madison, N. J., June 24, 1787, d. in Washington, D. C., Nov. 1, 1869, studied medicine under Dr. Hossac of N. Y., entered army, 1808, resigned, 1818, succeeded his



father-in-law as commissary - general of N. Y. State going to Washington, 1827, asst. postmaster-general under Pres. Jackson, first auditor of P. O. Dept., postmaster of city of Wash., surveyor- general of Oregon and Washington territories, afterward returning to the homestead in city of Washington (m. Jan. 30, 1817, Ann Eliza McLean, b. in N. Y. city, Feb. 27, 1799, d. in Washington, D. C., Dec. 26, 1876, dau. of Gen. John McLean, who was commissary-general of State of N. Y. and brother-in-law of Robert Burnet, the last survivor of the military family of Gen. Washington, having died in 1854.)

C. K. G. had 8 children, viz.: John, a lawyer who died at his sister's house in Louisiana, Emma Kitchell (m. Gov. Alex. Morton of Louisiana), Dr. Jacob Brown who was mayor of I Falls Church, Va., Gen. Frank of Confederate States service, Sarah A. M. (m. Commodore John J. Almy of U. S. navy), Major Charles Thomas who was adj.-gen. of Gen. Parke's brigade in U. S. service, George Clinton, as above, and Alida Armstrong (m. Adm. Almy); son of Thomas Gardner of Newburgh, N. Y., b. in Morris, co., N. J., Oct. 18, 1752, d. in Newburgh, Mar. 7, 1813, moved there after the war, capt. of Wagon brigade, that transported Gen. Rochambeau's army across N. J. to Yorktown (m. Sarah Kitchell, b. Dec. 8, 1761, d. in Newburgh, Apr. 22, 1833, dau. of Abraham Kitchell, and niece and adopted dau. of Maj. Joseph Morris, who 'd. of his wounds received in Rev. war, Abraham was brother of Senator Aaron Kitchell of N. J., and desc. of Robert Kitchell of Guilford, Ct.); son of Thomas Gardner of N. J., b. Apr. 4, 1718, d. July t, 1771 (m. Mary); son of Thomas, b. Feb. 16, 1688, d. Aug. 5, 1745 (m. Mary); son of John of London, Eng., d. 1720, supposed to have come to America.

**From: "General Superintendents of the
Pennsylvania Railroad Division,"^{xxxiii}
1900.**

George Clinton Gardner, Eighth General Superintendent, March 1873-April 1 1879.

George Clinton Gardner, son of Colonel Charles K. Gardner, was born in Washington City in 1834. His education was partly acquired at the Rittenhouse Academy in Washington City. At an early age he left that institution and entered Columbia College, then on Fourteenth Street, just beyond the city limits. Whilst attending the latter institution he developed a preference for mechanical, mathematical and engineering studies. During his sophomore year he left college and took up the special study of engineering, and for some years afterwards was instructed in the higher branches of geodetic and astronomical work by Professor James Noonan. In the year 1850, at sixteen years of age, he repaired to the Pacific Coast, where, under Major, afterwards General, William H. Emory, Engineer Corps, United States Army, he was associated with the officers and engineers in establishing the United States and Mexican boundary from the Pacific coast to the Gulf of Mexico. Resigning from the Mexican boundary survey he joined his father, who was then Surveyor General of the Land Office of Washington and Oregon, located at Salem, Oregon. Whilst pursuing his profession he was selected a representative of Washington and Oregon in the work of the International Boundary Survey. In 1856, the United States Government commissioned him as Assistant Astronomer and Surveyor of the Northwest boundary survey for running and marking the forty-ninth parallel of north latitude. This work, from the Pacific coast to the summit of the Rocky Mountains, he performed under Archibald Campbell, United States Commissioner, and Lieutenant, afterwards General, J. G. Park,

United States Engineers, as chief astronomer and surveyor, and in conjunction with the English Commission, represented by Colonel Hawkins, C. E., and Captain Haig, of the Royal Artillery. He gained distinction in this international survey, being a strong advocate of the boundary being in Canal de Haro as against the claim of the English Government that it was through the Rosanis Straits. The dispute which grew out of this claim, and known as the "San Juan difficulty," was settled by King William of Prussia as arbitrator. During its progress Mr. Gardner illustrated the channel and otherwise furnished valuable information to our Government. His geographical determinations along the line are the initial points of the United States land surveys.

Upon the completion of the work in 1869 he tendered his resignation, which was accepted by the President who, through the State Department, thanked him for the able manner in which he had performed the duties assigned him. Although up to this time he had had no practical experience in railroad engineering his talents were of such an order that he experienced no difficulty in securing an engagement with the Philadelphia and Erie Railroad. His first service with the Company began in 1869 as Assistant Engineer. Whilst performing his duties as such in building the coal docks at Erie he was the first to use nitroglycerine in submarine blasting. On April 1, 1870, he was transferred from Erie to Altoona as Assistant Superintendent of Motive Power and Machinery, and promoted to Superintendent of Motive Power, April 1, 1872. As Assistant Superintendent of Motive Power he was in charge of the motive power and rolling stock of the United Railroads of New Jersey leased to the Pennsylvania Railroad Company, December 1, 1871, and he organized their shops under the Pennsylvania Railroad system. In March, 1873, he was elected

General Superintendent of the Pennsylvania Railroad Division, filling that position until April 1, 1879, when his resignation took effect. The Board of Directors at their meeting, March 13, 1879, passed the following resolution:

“Resolved, That this Board accepts with regret the resignation of G. Clinton Gardner, General Superintendent of the Pennsylvania Railroad Division, and in doing so they desire to place on the minutes an expression of their thanks for the satisfactory manner in which he has administered the important trust confided to him, their appreciation of the zeal and energy with which he has performed the duties of his office, and of the best wishes for success in his new field of duty.”

This was one of the many expressions of esteem in which he was held by those connected with the Pennsylvania Railroad Company. He studied the welfare of the employees of the road, aided in the Railroad Association and Reading Rooms at Altoona, and constantly aimed at elevating the standard of employees by devising means for their instruction, etc. It was under his administration that the school for special apprentices was established, out of which many officers, not only of the Pennsylvania Railroad, but of other lines throughout the United States, were graduated. Insurances and relief for employes and the establishment of a home at Altoona, upon the Company's farm, found in Mr Gardner a strong advocate. During the time he was General Superintendent, many of the improvements which aided in making the great property the finest road in the world, were commenced. His labors at Altoona were arduous. He was in charge during the transportation of the millions of people moved over the Company's lines to the Centennial Exhibition, and during the extensive labor troubles of 1877. Pinkerton in his book, “Strikes, Communists, Tramps

and Detectives,” pays a tribute to Mr. Gardner, who was ordered by Colonel Scott from Pittsburgh the second day of the trouble to protect Altoona, and says: “Insults and threats were common at all times, but the lawless elements were pretty thoroughly held in check by the constant exhibition of a competent force on the one hand, and pacific measures on the part of shop superintendents on the other. In this connection it is only just to state that the cool judgment, careful foresight, determined bearing, but at all times the kind and friendly manner of the General Superintendent of the road, G. Clinton Gardner, Esq., had more to do with preventing wide spread destruction and bloodshed than any other one cause. “These things gave a lasting impression to all, and during the strikes Mr. Gardner was constantly on the alert without taking rest for many days.

Whilst serving as General Superintendent of the Pennsylvania Railroad, he was made General Superintendent of the Northern Central Railway, and administered that property under the system of the Pennsylvania Railroad. His health beginning to show the effects of the constant strain upon him, he decided to take lighter work on some other road, and having been invited by the Governor and Council of the State of Massachusetts to take charge of the State road — the Troy and Greenfield Railroad and Hoosac Tunnel — he moved his residence to Greenfield, Massachusetts, in 1879. In the discharge of his duties in Massachusetts, from 1879 to 1881, he soon gained expressions of satisfaction as to his work. He arranged for and commenced the double tracking of the road, built the ventilating galleries leading to the central shaft, and experimented with the electric lighting of the tunnels, besides suggesting various other improvements subsequently adopted. He had the gratification of seeing

the road reported by the Railroad Commissioners as the best single track in the State, if not in New England.

After his two years of service on the State Road, during which time he received several propositions to take charge of other properties, he was made General Manager of the Mexican National Construction Company, the Mexican National Railroad Company, and the Texas-Mexican Railroad Company, and took up the construction of those roads, which employment occupied his attention from 1881 to 1884.

On the northern division he completed the line as far as Saltillo, Mexico. Construction having ceased for want of funds, he returned north and resigned. Immediately upon his return in 1884 he was elected to the presidency of the Buffalo, New York and Philadelphia Railroad, now the Western New York and Pennsylvania Railroad, and continued to fill that office until March, 1888, when he resigned. This property, like many others, was unable to meet its fixed charges, and required complete reorganization and improvement in its facilities for the development of its business. The system represented 660 miles of road, and, connecting with the great trunk lines, was subject to all the vicissitudes of the rate wars which then prevailed.

The contest between the Lake Shore and the New York Central greatly affected its revenues, and the competition on all sides between Buffalo and Rochester made the task of reorganization and improvement a most difficult one, but under Mr. Gardner's management, the road's facilities were improved and its local trade so built up that its friendly relations with the connecting roads were strengthened and its financial condition bettered. Although the facilities for doing the work required to improve the property were perhaps proportionally less than any manager of a railroad ever had at his disposal, Mr. Gardner undertook it with

a determination to succeed, and the results achieved by him justified his efforts.

In 1892 he was appointed General Manager of the Ohio River Railroad and continued to serve, as such until 1896, when he became General Manager of the Pacific Company, Pacasmayo, Peru, South America, where he has been for several years and is at present engaged in railroad work. In addition to the above, Mr. Gardner was Chairman of the Investigating Committee of the affairs of the Missouri, Kansas and Texas Railroad, President of the New England and Western Railroad (Storm King Bridge) and Vice President of the New York and Massachusetts Railroad.

Mr. Gardner is regarded as one of the ablest railroad men in active service and by his abilities and faithful service has built up a reputation for personal integrity, practical skill and painstaking attention in directing the affairs of railroads. Wherever he has been, and wherever he goes, he has the warmest esteem of officers and employees.



Selucius Garfield (1822-1881)

From: "The Library of Congress"

GARFIELD, Selucius, a Delegate from the Territory of Washington; born in Shoreham, Addison County, Vt., December 8, 1822; moved to Gallipolis, Ohio, and later to Paris, Ky., where he engaged in newspaper work; pursued an academic course; member of the State constitutional convention in 1849; immigrated to California in 1851; member of the State house of representatives in 1852; elected by

the legislature to codify the laws of the State in 1853; studied law; was admitted to the bar



Figure 48. Selucius Garfield.

in 1854 and commenced practice in San Francisco, Calif.; returned to Kentucky in 1855; delegate to the Democratic National Convention in 1856; moved to the Territory of Washington in 1857; receiver of public moneys 1857-1860; unsuccessful Democratic candidate for election in 1860 to the Thirty-seventh Congress; surveyor general of the Territory of Washington 1866-1869; elected as a Republican to the Forty-first and Forty-second Congresses (March 4, 1869-March 3, 1873); unsuccessful candidate for reelection in 1872 to the Forty-third Congress; appointed collector of customs for the Puget Sound district in 1873; moved to Seattle, Wash., where he engaged in the practice of law; also practiced in Washington, D.C.; died in Washington, D.C., April 13, 1881; interment in Glenwood Cemetery.

From: “Centennial History of Oregon, 1911-1912”^{xxxiv}, Biography of Selucius Garfield’s son, Henry S. Garfield.

HENRY S. GARFIELD, M. D., a medical practitioner of the homeopathic school who has continuously and successfully followed his profession in Pendleton since 1890, working his way upward until he stands among the foremost physicians and surgeons in this part of the state, was born in Olympia, Washington, January 31, 1860, his parents being Selucius and Sarah E. (Perry) Garfield, both of whom were natives of West Shoreham, Vermont. Early in the 50's they came across the plains to the Pacific coast, settling first in California, but after five or six years' connection with business interests there Selucius Garfield came to the northwest, establishing his home in Olympia, Washington. He was a member of the bar, having graduated from a law school



in Louisville, Kentucky. After establishing his home in Olympia he was appointed

surveyor general, and made a most creditable record in public office.

He had previously been prominent as a political factor in Kentucky, and was active in the campaign in which Buchanan was candidate for the presidency. After the election of his candidate Mr. Garfield was offered several important presidential appointments, one of them being that of ambassador to the Court of St. James, but he preferred to remove to the west rather than enter upon diplomatic service, and following his arrival on the Pacific coast President Buchanan gave him the appointment of surveyor general of the northwest country. His prominence and capability furthermore led to his continuance in public office. In 1869 he was chosen to represent his district in the United States congress, where he served until 1873. Subsequently he was appointed by President Grant collector of customs for the Puget Sound district with headquarters at Port Townsend, Washington, in which capacity, however, he served only a year or two. He then retired from public life and resumed the practice of law, with which he was prominently identified to the time of his death in 1883 when he was sixty four years of age. He was an able and distinguished lawyer, strong in argument, ready in expedience, logical in his deductions.

His political allegiance was given to the democratic party in early life, and he was a warm admirer of Stephen A. Douglas, but during the period of hostilities in the Civil war his patriotic spirit placed him in the ranks of the republican party and he went upon the campaign platform in support of Lincoln. He ranked very high in Masonry, having attained the thirty-second degree of the Scottish Rite, and his ability and prominence in other connections placed him among the foremost men of his adopted state. Moreover, he claimed relationship with some of the most distinguished men of

the nation, having been a first cousin of Salmon P. Chase, secretary of the treasury under President Lincoln, and a second cousin of one of America's martyred presidents, James A. Garfield.

His son, Dr. Henry S. Garfield, spent his youthful days in his parents' home, acquiring his education in the public schools of Massachusetts and in a private school in Litiz, Pennsylvania, the family spending some years in the east during and following the father's term in congress. After his return to the northwest, Dr. Garfield taught school in Thurston County, Washington, and in Umatilla County Oregon. Subsequently he was made a member of the surveying crew of the Oregon Steam Navigation Company and continued in the engineering department of the road for several years. Later he took up the occupation of farming near Athena, Umatilla County, and was actively identified with agricultural pursuits for several years. He then entered commercial circles in 1884 or 1885, conducting a furniture store in Pendleton until 1888 when he disposed of his business to prepare for a professional career, and entered upon the study of medicine in the Hahnemann Medical College in Chicago. He spent two years in that institution and then completed his course in the Hahnemann College at San Francisco, from which he was graduated with the class of 1890. Immediately afterward he returned to Pendleton where he opened an office and has since been engaged in active practice. He has served as health officer here, and at the present time is examining physician for the fraternal order of Eagles. In his independent practice he has been most successful, being accorded a patronage which is indicative of his high position as one of the foremost representatives of the medical fraternity in this part of the state.

On the 7th of September, 1879, Dr. Garfield was united in marriage to Miss

Nancy J. Howell, of Umatilla county, and unto them have been born four children: Ethel, who is the wife of Dr. William R. Scott, of Seattle, Washington; Lillian, who is married to Carey W. Foster, a banker of Prineville, Oregon; Chase, who is a reporter on the Walla Walla Union; and Leila, who is now living with her brother Chase. On the 28th of October, 1900, Dr. Garfield was again married, his second union being with Mrs. Felicita F. McKee, of Pendleton. They are well known socially here and have a circle of friends almost coextensive with the circle of their acquaintance. Dr. Garfield serves as county physician of Umatilla County and at this writing is candidate for county coroner on the republican ticket without opposition. He is a member of Damon Lodge, No. 4, K. of P., and of Pendleton Aerie No. 28, F. O. E. He is a public-spirited citizen, and yet his interests and activities are chiefly concentrated upon his professional duties which have been constantly growing in volume and importance.

Alonzo Gesner (1842-1912)

From: Obituary in *Daily Oregon Statesman* 7 Mar 1912 1:6 & 4:

Alonso Gesner, former joint senator from Marion and Linn counties, Salem city councilman and city and county surveyor, and honored pioneer, died at his home, 195 South Cottage street, at 10 o'clock yesterday at the age of 70 years.

Mr. Gesner has resided in this vicinity since he was 4 years of age, the last thirty-five years of his life having been spent at his home in this city, and the previous years of

the period on the old Gesner farm six miles southeast of Salem, excepting periods when



he was absent fulfilling the duties of various offices. His death was due to the weaknesses of old age.

Mr. Gesner served Marion and Linn counties in the state legislature as joint senator two terms during the 90's. As a member of the Salem city council he served four terms. He was a surveyor of ability, and aside from holding the position of city surveyor and county surveyor, he held many contracts for surveying work for the government. He was first elected county surveyor in 1872 and was re-elected for the term of 1876-78. Mr. Gesner was appointed Indian agent for Warm Springs reservation by President Arthur in 1892 and served in that position until the opening of the Cleveland administration nineteen months later.

The pioneer was a member of the state militia for nine years. For nearly three years

of that time he was captain of Company I, Second regiment, Oregon National Guard, the headquarters of which was at McCoy. Mr. Gesner came across the plains to Oregon with his parents in 1846. Upon reaching The Dalles after coming to Oregon the family discovered that there was no road over the Cascade Mountains, and were compelled to come down the Columbia on rafts and in canoes and guided by friendly Indians. At that time the donation act was resulting in a very heavy immigration from the east to Oregon. The Gesner family came directly to Marion County and settled upon the section of land six miles southeast of Salem, which is still in the possession of the family.

In his boyhood in this county Mr. Gesner and his people endured all the hardships of the frontier pioneers. All wearing apparel was manufactured at home, buckskins being converted into clothing and cowhide into shoes by the men, while the women made their dresses from wagon cloths or other similar materials. In those days there was little money in circulation in this country. As a substitute, wheat was accepted as legal tender, valued at \$1 per bushel. Because of the large immigration of 1852 what was held at that time at \$5 a bushel.

Mr. Gesner obtained his advanced education at Willamette University. After leaving that institution he followed teaching for a year. Preferring the farm to the schoolroom he began cutting cordwood and made money enough in one season to purchase thirty acres of land near the Gesner homestead. It was in 1872 that Mr. Gesner began work as a surveyor, and in that work formed a partnership with a Mr. Wilkins of Lane County. His election to the office of county surveyor followed a short time afterward.

In 1882 after having served the county and the government as a surveyor, Mr. Gesner with General Odell purchased the

Oregon Statesman. Mr. Gesner, however, retained his interest in the newspaper for only about eight months, selling his share to accept the appointment as Indian agent for the Warm Springs agency by President Arthur. When Cleveland was elected president Mr. Gesner returned to his farm,



where he remained until 1889, when he was elected city surveyor.

In 1875 Mr. Gesner was married to Miss Rhoda E. Neal, who survives him. He is also survived by three children: LeRoy Gesner, a musician of Spokane; Mrs. Stella Hodges of Boise, Idaho, and Miss Rhoda Gesner of Salem. All were at his bedside when he died. In politics the pioneer was a Republican. He was a Mason and also a member of the Ancient Order of United Workmen. Full arrangements for the funeral have not yet been made, but the service will be conducted Friday at the Rigdon

undertaking chapel and will be under the auspices of the Masonic order.

Edward Giddings (1822-1876)

From: “History of Washington, Idaho, and Montana”^{xxxv}, 1890.

Philip D. Moore was collector of internal revenue in 1867. He was succeeded by Edward Giddings, who was born in Niagara County, New York, in May 1822. He served several years in the office of the state controller at Albany, under Silas Wright and Millard Fillmore, coming to the Pacific Coast in 1849. He returned in 1850, married, and brought out his wife, residing in California 3 years, when he removed to Puget Sound, having his home at Olympia. He was Chief Clerk in the Surveyor General’s office from 1862 to 1865, and afterward Deputy Surveyor until appointed assessor of internal revenue. He was succeeded in that office by J. R. Hayden, but in 1875 displaced Hayden as collector of internal revenue, which position he held at the time of his death in 1876. “Olympia Pac. Tribune, Feb. 26, 1875”; “Olympia Standard, April 29, 1876.”



Henry Smith Gile (1827-1918)

From: “Portrait and Biographical Record of Portland and Vicinity,”^{xxxvi} 1903.

HENRY SMITH GILE, No pioneer of the city of Portland can have a better knowledge of the country which goes to make the state of Oregon than Henry Smith Gile, since 1851 identified with the advancement of governmental and commercial interests of the northwest, through which connection he has won a position of prominence as a factor of great importance in the early business life of this section. He was born in Alfred, York County, Me., in May, 1827, and a good foundation for the work of his manhood laid in the work of the common and high schools which he attended in his native state. At the age of twenty-two years when the world was flocking to the gold fields of California, he came by way of the Horn to the Pacific coast and entered the mines in 1849. He met with the usual success in this venture, and after an arduous life of nearly two years his health began to fail and he felt the necessity for a withdrawal from that mode of labor.

August 28, 1851, Mr. Gile came to Portland, Ore., and secured employment on the first steamer that plied between Portland and Corvallis. The following year he took up surveying with a government corps, with which he remained for about a year, when he ventured to try his ability as evidenced in management, taking out a corps of his own and making his home in Oregon City. He was so employed until 1854, when he went to the coast and became interested in the oyster business, keeping up, however, his surveys. He contracted to survey the different townships in the counties and also located donation land grants for various individuals. After residing in Portland for six years he returned to California and settled in San Jose, where he remained for three years. In 1890 he again located in

Portland and now lives at No. 770 Flanders street. Mr. Gile first became interested in oyster fishing at Shoal Water bay, begun in 1851. and in 1855 carried the interests into San Francisco, and in 1887 a consolidation was made of the four companies under the title of the Morgan Oyster Company.

In addition to Mr. Gile's interest in the oyster commerce he has been identified with the realty of the state, owning considerable landed property in both city and country, as well as consolidated mining stock and interests in claims. His business sagacity and keen, quick decision have contributed no little to the success with which he has built up his fortune in this land of opportunities, and through the evidence of such qualities he has earned a position among the men who have built up and sustained the business interests of Oregon.

Mr. Gile was married in Shoal Water bay in 1867 to Miss M. J. Crellia, a native of the Isle of Man, who came to Oregon in 1853, and their two sons and two daughters were born on the coast. Of these Catherine L. makes her home with her parents; Eleanor E. is also at home; Henry Stanley is married and resides in Phoenix, Ariz.; and Alvin Lester is at home. They have all had the advantages of a good education, the oldest daughter and son having attended the high school of Portland, while Eleanor finished at Boston Academy, and Alvin Lester graduated from Yale University. Afterward this son became a student of law and now looks after the varied interests of his father. Politically, Mr. Gile is a Republican, and as such ably represented his party in the state legislature for three terms. In social relations he is a member of the Pioneer Association.



Herman D. Gradon (1855-1920+)

From: Oregon Republican League website.

GRADON, H. D., of Portland, was born in that city in 1855, and graduated from the Portland High School in 1876, since when he has been continuously engaged in surveying and civil engineering. He has always been a Republican. He was a delegate to the city convention in 1889 and 1891. In 1891 he was the Republican nominee for City Surveyor, but was defeated with the entire ticket. In 1893 he was elected Superintendent of Streets, and re-elected for two years in 1894. He will retire July 1, 1896, having declined to permit his name to go before the convention of either faction of the party.



Albert Ernest Hammond (1855- 1925)

**OBITUARY: Albert Ernest
Hammond, Jackson County,
Oregon**

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**HAMMOND, Albert Ernest,
Medford (Oregon) Mail Tribune,
Friday, 24Apr 1925**

Albert Ernest Hammond, the oldest son of Anson P. Hammond and Elizabeth Schermerhorn Hammond, was born on a farm in Johnson township, Lagrange County, Indiana, on February 5, 1855.

On his paternal side he was descended from distinguished early Americans. His great grandfather was one Richard Lawson, an Englishman of noble family who was an officer in the army of Lord Cornwallis during the War of the Revolution. During or after one of the principal battles early in the War, he decided that the colonists were fighting a righteous battle, and he left the British army and threw all his efforts, fortune and his fighting experience on the side of the colonists.

He was reported as among the missing in the British records, and naturally never dared to make any claims for his estates and property in England.

He married a woman from Connecticut, and had only one daughter, who married William, one of the ten sons of Benjamin Hammond, of English descent and also a veteran of the Revolutionary war. William Hammond served his country through the War of 1812.

One of their sons, Anson P. Hammond, married Elizabeth Schermerhorn, a granddaughter of Aaron Schermerhorn who served in the colonial armies during the War of the Revolution, and was a descendant of the old Knickerbocker Dutch who early settled in New York. Aaron Schermerhorn received a patent for his services and placed the same upon lands in the Mohawk valley in the state of New York. Elizabeth

Hammond's father was also a nephew of General Israel Putnam, and her mother, Ann Johnson was a direct descendant of the Pilgrims who landed at Plymouth Rock in 1620.

Albert E. Hammond, the oldest child of this union, spent his early school days in Indiana and in southern Wisconsin, where his family had moved. He went to college at Asbury academy, now known as DePauw University in Indiana, and after finishing his course there joined his family in Yankton, Dakota territory. His early engineering work was spent on the plains of the Dakotas; and as this was during the days when the Sioux Indians were on the war path, he and his party were frequently chased in to headquarters by the scalp hunting savages. It was during this time that he witnessed the departure from Yankton of General Custer and his troops for his momentous campaign against the Sioux, which had such a disastrous ending at the Battle of the Little Big Horn.

His father's family had moved out west to the little city of Ashland, in the state of Oregon, and Albert Hammond followed them there along in the early [18]'80s. He taught school for awhile and operated a saw mill, and tried his luck at mining and other things in southern Oregon, and finally became one of the engineers under the supervision of John T. Hurlburt, and took a very active part in the building of the O. & C. Railroad over the Siskiyou Mountains. This is now a part of the main line of the Southern Pacific, and is one of the finest and most difficult pieces of mountain railway engineering in this country. After the heavy part of this work was completed he went with Mr. Hurlburt to Washington where he helped locate and construct the line of the Northern Pacific across the Cascade Mountains through the famous Stampede Pass. This is also one of the stupendous engineering feats in American railway

history. His work here was so well done that he was sent into Montana with the title of assistant chief engineer of the Northern Pacific railways, and for a number of years was in active charge of all the work of that company in western Montana, which involved the construction of the lines to Butte, Helena and many of the principal branch lines.

In 1889 Mr. Hammond married Pauline E. Rea in San Francisco and removed with his family to Portland, Oregon, where he followed the calling of his profession for a long period of years, and left his mark in the way of the construction of many well known public utilities in the northwest. During this period he built many of the first electric street car lines in Portland, including the Mount Tabor, Woodlawn, Woodstock, the Albina lines and many others that are now in active use. He made the first location for the railroad line down the Columbia River between Portland and Astoria, Oregon.

From about 1898 on for several years he was associated with E. E. Lytle, and during this time he located and built the Columbia Southern Railroad from Biggs to Shaniko, Oregon, and was its chief engineer and general manager for several years. During this time he also located the line from the mouth of the Klickitat River to Goldendale, Washington; also made the first railroad location lines through central Oregon and those up the Canyon of the Deschutes river, which surveys were later covered with lines constructed by the Hill interests and those of the Union Pacific.

During the time that George E. Chamberlain was governor of Oregon, Mr. Hammond was State Engineer, and the first steps toward the immense irrigation projects in the Deschutes valley were planned and started under his direction. He also built the Portage railroad at the Celilo Rapids on the Columbia River, and supervised a number of other public works of great importance.

After his retirement as State Engineer he had charge of the first construction work at the upper end of the great Celilo canal.

His later years in Oregon were spent principally in consulting engineering work and in mining in various parts of the northwest.

In 1918 he took up his residence in California and lived in that state until his death on March 7, 1925.

His life was all spent in the great west, and his work was all constructive. He was one of the best of those strong, pioneer men who trod the unbeaten paths of the wilderness, and made it possible for the following generations to obtain the benefits of the wonderful resources of the western country.

A fitting epitaph for Mr. Hammond would be that engraved on the stone that marks the last resting place of Robert Louis Stevenson: "Under the side and starry sky," Dig the grave and let me lie. Glad did I live and gladly die, And I laid me down with a will. This be the verse you grave for me: Here he lies where he longed to be; Home is the sailor, home from the sea. And the hunter home from the hill."



Thomas M. Hammond (1860- 1914)

From: "History of Washington"ⁱ

HAMMOND, T. M., Jr., of Port Townsend, Treasurer of Jefferson County, was born in Port Townsend, March

14th, 1860. He received his early education in a private school, studied civil engineering, and at the age of twenty-five began to devote himself to that profession, previous to which he had been engaged as foreman and time-keeper for the Union and Northern Pacific Railroad Company, serving in that capacity for nearly five years, and only relinquishing his position to apply himself. In 1888 he was elected County Surveyor of Jefferson County, holding that office until 1890, when he was elected County Treasurer. He was re-elected in 1892, and is therefore the present incumbent of the position and most worthily fills the place. A stanch Republican, he takes an active interest in politics, is a general favorite, and has proved himself so capable in the discharge of his duties that it would be difficult to supply his place. He is a descendant of T. M. Hammond, Sr., one of the earliest settlers in Washington and a California pioneer of '49. He is the owner of considerable real estate in Port Townsend.



Edward P. Harrison (1858-1909)

From: "An Illustrated History of
Spokane County, 1900"^{xxxvii}

EDWARD P. HARRISON, civil and mining engineer, is a son of a noted clergyman, who was pastor of one church in Cincinnati, Ohio, for twenty-five years, consecutively, also a grandson of a cousin of President William H. Harrison. He was born in Cincinnati in 1860 and resided there

until nineteen years old, acquiring his education in the schools of that city.

In 1879 he removed to Murfreesboro, Illinois, where he remained until 1883, engaged as chief engineer on the St. Louis Central Railroad. He then went to San Francisco, California and spent four years in the employ of the Dakota Publishing Company there, after which he removed to Los Angeles, still working for the same firm. He resided in that beautiful city three years, then traveled for some time, visiting various points of interest on the Pacific coast and finally locating in Spokane.

Since coming to this city he has been engaged in engineering continuously. He was with the city water works for some time and about five years ago was appointed deputy United States mineral surveyor for the States of Washington and Montana. Mr. Harrison early began the study of his profession and he has pursued it with assiduity and zeal for many years, with the result that he has acquired an enviable reputation extending over the entire Northwest. It would be difficult to find a man better fitted by education and experience for the difficult government position he now holds.

Socially, Mr. Harrison is affiliated with the Woodmen of the World. He was married in Boise City, Idaho, in 1888, to Miss Emma Dorman, and they have two children: William H. and Lillie May.



Augustus Story Haskell (....-....)

**From: "Harvard College Class of
1887 secretary's report no. 4, Issue
4." xxxviii**

AUGUSTUS STORY HASKELL.

For the year 1887-88 was at the Lawrence Scientific School, where he received the degree of C. E. in June, 1888. Dec. 15, 1888, to May 1, 1889, was at Cheyenne, Wyo., as assistant roadmaster on the Union Pacific Railway; then, until Dec. 25, 1889, in the service of the O. R. & U. Co., as rodman, "no residence." Dec. 25, 1889, located at Colfax, Wash., as division roadmaster on the Union Pacific Railway. I left Colfax, October 1st, 1890, and went to Portland, Oregon, where I was assistant division engineer till December 1st of that year, when I left the employ of the Union Pacific and opened an engineering office in Portland; went into partnership in that business with Frank F. Gilham, of Portland, Oregon, under the firm name of Haskell & Gilham, in April, 1892. Came east to attend the class dinner in 1893. In the latter part of September I left Boston and returned to Portland and have been here ever since. Last year, my partner, Mr. F. F. Gilham was elected City Surveyor here, and I have been filling the place of Assistant City Surveyor, since July 1st, 1896, and expect to remain such until the administration changes which will depend upon the election in 1898. Shall hold office anyway until July 1st, 1898.

Married in Boston, Mass., June 16, 1890, to Nina Smith Albee of Boston, daughter of John A. and Celia Albee. Have two children, both daughters ; Edith Anna, born at Portland, Oregon, April 15th, 1891, and Catherine Lucy, born at Portland, Oregon, December 4, 1892. Member Appalachian Mountain Club.



Otho Orlando Hauschild (1879- 1942)

By Jerry Olson

As a resident of Ritzville, WA, Otho was surrounded by an ethnic community of German ancestry. His father, Theodore W. Hauschild (Hauschildt in Germany), born in 1848, immigrated to Iowa as a baby with his family. He received a good American education including studies in engineering at Troy, New York. He married Sarah Jackson in 1876 in Kansas, and nine children were born to them. The family moved west, briefly settling in Vancouver, Washington. They transferred themselves in 1883 to Ritzville, Adams County, a community of about 13 houses, and took up the occupation of farmers by settling on railroad land just south of town. Their farm of 640 acres was located all around the site of the present interchange of I-90 and Hwy 395. When the county was organized, Theodore was elected County Surveyor, serving several terms in that capacity. Just before the family arrived, the NPRR line from Spokane to Pasco had been completed through town.

Over the years, the Hauschild family became leaders among the pioneers. With the arrival of the railway, the land hereto considered fit only for grazing, was changed into a grain growing country. Having established their own land holdings, the Hauschilds moved on to supporting the needs of the community. They aided the first bank, donated land for the first water system, donated land for the high school, and wrote the song for the women's organization.

Otho was born in Kansas in 1879 before the move to Washington. His education is unknown, although his status in his professional life would indicate that he went past grade school. He was elected County Engineer in 1904 (succeeding his father), 1906, and 1912 and surveyed at least two subdivisions in Grant and Adams Counties. His father died in 1906.

Gretha Geschke was born in Bromberg, Germany, immigrated with her parents in 1892, and ended up in German Township near Ritzville, WA. She married Otho in January 1908, and between them they produced four children. Tragedy struck her family in June, 1912 when her father, at age 55, fell from a wagon while returning from Ritzville to his farm. He broke his back, became paralyzed, and died a few days later.

The General Land Office lists Otho as the recipient of Contract number 596 for T20N R24E on February 24, 1903 for a total of \$308.00, having been the successful bidder in response to a December 3, 1902 notice. This township is very flat, had sagebrush for vegetation, was served by the new Great Northern RR, and included the location of the fledgling town of Quincy. The perimeter had been surveyed and resurveyed, but as of this date, the subdivision into sections had not been done. The north boundary was surveyed by Smith and Reeves in 1872, and Sewall Truax surveyed the others in 1881. George Gardiner, a Benson Syndicate member, pretended to resurvey the North line in 1884, listing it as mountainous and heavily vegetated to receive top dollar. Gilbert M. Ward retraced the West line, and James L. Mann, also a Benson Syndicate member retraced the East boundary in 1884 and 1883.

Otho received two blank field books in May of 1903, and on November 9 he filed the returns in person in Olympia. Two days later they were returned to Hauschild for

corrections, which were completed on March 30. There must have been field corrections to do, for the delay was due to weather. The survey was given to M. P. McCoy, Special Examiner, to perform the field inspection on April 7th. In response to the results of the examination, on May 31, 1904, the Surveyor General suspended the survey, ordered D. S. B. Henry to resurvey the South line, and directed the sureties to hire a compassman to complete the contract. One of the sureties was Otho's father, Theodore, who pledged his farm to guarantee the work. Another was James Turner, another farmer. It is unknown why Otho was not able to do the corrections.

They named A. D. Butler of Pullman, but the Surveyor General asked that they prove his qualifications, which they attempted to do. In the end, Dudley S. B. Henry, who had a contract to survey the township to the south, and was awaiting the results of this survey to finish his work, was appointed on September 29, 1904.

Henry was an experienced Deputy Surveyor and the son of former Washington Surveyor General, Anson G. Henry. The Surveyor General disclaimed any financial responsibility to Henry, stating that he had to look to the sureties for payment.

Dudley began by resurveying the South boundary, finding it out of limits by some 5 chains, and resurveying a new South boundary to a closing corner on the West line. He retraced the East, West and North boundaries, also finding the variation too large. The townships to the East and West and North had already been surveyed, so he just retraced the township lines, noting the true bearings and distances. He created a guide meridian one mile in from the east and lotted the easterly tier of sections. He surveyed from April 7, 1905 to April 24, 1905, receiving approval October 21, 1905. During this time, settlers had been petitioning to have the old survey accepted.

There is no examination in the contract file, but it is obvious that Hauschild had completed the initial survey. Henry noted “old corners” throughout in his notes, and for the subdivisional lines, there were no prior surveys. Since Henry was there at the same time, or shortly thereafter, he may have reported the errors to the Surveyor General. Hauschild probably found the old township line on the South boundary and began his survey based on that. Those corners would have put all of his work from 1-5 chains off from what Henry eventually surveyed.

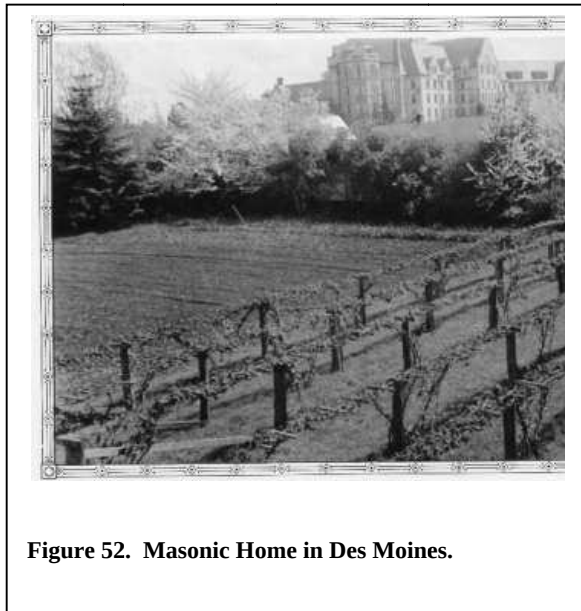


Figure 52. Masonic Home in Des Moines.

Something happened between 1916 and 1920. Otho and Gretha were divorced, and Otho was in Benewah County, Idaho in 1917-1918. The 1920 census lists Otho living with his mother in Ritzville and their two sons kept in an orphanage in Spokane. Gretha was working as an “engine wiper” in the railroad yards in Spokane, keeping the two daughters in her care. By 1930, she had married again to a brakeman for the RR and cared for all of the younger children. She died in Pasco in 1984 at the age of 96.

Nothing is found of Otho professionally after this time. By 1930 he was living in the Masonic Home in Des Moines, WA, and died there in April of 1942 after “a long

illness”. His death certificate states that he had been at the Masonic Home 20 years, and died of “progressive paralysis following cerebral hemorrhage several years ago.” He was given a Masonic funeral and buried in Hillcrest Burial Park in Kent, WA.



Francis Henry (1842-1893)

From: “An Illustrated History of the State of Washington,”^{xxxix} 1893.

JUDGE FRANCIS HENRY, a resident of Olympia, and the pioneer abstractor in the Territory of Washington, was born in Galena, Illinois, January 17, 1827.

His parents, William and Rachel (McQuigg) Henry, were natives of Connecticut and New York respectively. William Henry took an active part in the war of 1812, being a Lieutenant of artillery. After marriage he moved to St. Louis, Missouri, and engaged in the milling business. In 1825 he was one of the first settlers of Galena, where he engaged in the mercantile business, continuing the same until 1836, when he removed to Mineral Point, Wisconsin, and there passed the rest of his life.

Francis Henry was the first white child born in Galena, Illinois. He was second in the family of four children and is now the only surviving member of the family. His education was secured at the old log schoolhouse, often walking several miles distant to improve the simple facilities then offered by the short winter schools. His early manhood was passed in lead-mining

and clerking, being thus employed up to 1847, when he was appointed Second Lieutenant of the Third United States Dragoons for the Mexican war, serving at the city of Mexico under General Scott. After his discharge he joined his family at Mineral Point, Wisconsin, and engaged in



Figure 54, Francis Henry. (Photo from the State Library, Pioneer Photos of Thurston County.)

the study of law in the office of S. J. Dunn. In the summer of 1851 Mr. Henry started for California, via the Panama route. Duly arriving, he proceeded to the mines at "Hangtown," now called Placerville, and commenced placer mining, making good wages but not realizing the sudden wealth which he had anticipated. He proceeded from camp to camp, visiting Yankee Jim and Weaverville, where he passed his first winter, suffering many deprivations and hardships. They were snowbound for two months. Supplies gave out and barely (sic) became their only food. With the opening

of spring, he commenced mining with good success. In the fall, with a few friends, he proceeded to Sailor diggings on Smith river, and, later, to Gold Beach at the mouth of the Rogue River. In anticipation the prospects were always rich, and the reality proving a failure their changes were frequent. In the



spring of 1855 he crossed the mountains to Jacksonville, southern Oregon, where he found profitable diggings; but, with the mining excitement of eastern Washington, he started for that locality, from which he was driven by the Indian outbreak. Returning to Oregon, he located at La Fayette, Yam Hill County, where he was admitted to the bar and engaged in the practice of law.

He was married in 1857 to Miss Eliza B. Henry, daughter of Dr. Anson G. Henry, an Oregon pioneer of 1852. After their marriage Mr. and Mrs. Henry went East and

located at Mineral Point, Wisconsin, where he engaged in the abstract business with his brother, William T., and also in a general law practice.

With his early enthusiasm over gold excitements, Mr. Henry returned to this coast in 1862 to visit the Cariboo mines, but instead was diverted to the Florence mines of Idaho, where he passed an unprofitable summer. In the fall of 1862 he came to Olympia and engaged in Government surveys, under Dr. Anson G. Henry, Surveyor General, working along the Sound and in eastern Oregon for five years. In 1867 Mr. Henry made an abstract of titles of Thurston County, the first ever attempted in Washington, and since then has continued in the abstract and real-estate business, also conducting a general practice of law.

Mr. and Mrs. Henry have five children: Mamie G., wife of George H. Foster; Francis D.; Rebecca B., wife of Albert Waddell; Rufus W.; and Fay O.

In political matters Judge Henry has been very active, having served eight years as Probate Judge, several terms as a member of the Territorial Legislature, besides minor local offices. He was a member of the Constitutional Convention which assembled at Olympia, July 4, 1889, and in advancing and supporting the interests of the new State he has been an active participant.

Old Settler's Song (Acres of Clams)

From: Wikipedia, the free encyclopedia

"Old Settler's Song (Acres of Clams)" is a Northwest United States folk song written by Francis D. Henry around 1874. The lyrics are sung to the tune "Old Rosin, the Beau." The song also goes by the names; "Acres of Clams", "Lay of the Old Settler," "Old Settler's Song," "Rosin the Beau," "Old Rosin, the Beau," "Rosin the Bow," "Mrs.

Kenny," "A Hayseed Like Me," "My Lodging's on the Cold, Cold Ground."

The first recorded reference to this song was in the Olympia, Washington newspaper the Washington Standard in April 1877. Although no official record exists, The Old Settler's Song was thought to be the state song of Washington according to the The People's Song Bulletin until it was decided the lyrics were not dignified enough.

The song achieved prominence decades later when radio-show singer Ivar Haglund used it as the theme song for his Seattle, WA radio show. Pete Seeger and Woody Guthrie claimed to have taught the song to Ivar. Ivar Haglund went on to name the Seattle restaurant "Ivar's Acres of Clams" after the last line from the ballad.

Old Settler's Song, Version 1:

*I've traveled all over this country
Prospecting and digging for gold
I've tunneled, hydraulicked and cradled
And I have been frequently sold.*

*For each man who got rich by mining
Perceiving that hundreds grew poor
I made up my mind to try farming
The only pursuit that was sure.*

*So, rolling my grub in my blanket
I left all my tools on the ground
I started one morning to shank it
For the country they call Puget Sound.*

*Arriving flat broke in midwinter
I found it enveloped in fog
And covered all over with timber
Thick as hair on the back of a dog.*

*When I looked on the prospects so gloomy
The tears trickled over my face
And I thought that my travels had brought
me
To the end of the jumping-off place.
I staked me a claim in the forest
And sat myself down to hard toil
For two years I chopped and I struggled
But I never got down to the soil.*

I tried to get out of the country

*But poverty forced me to stay
Until I became an old settler
Then nothing could drive me away.*

*And now that I'm used to the climate
I think that if a man ever found
A place to live easy and happy
That Eden is on Puget Sound.*

*No longer the slave of ambition
I laugh at the world and its shams
As I think of my pleasant condition
Surrounded by acres of clams.*

"Lay of the Old Settler" version 2

*I've traveled all over this country
Prospecting and digging for gold;
I've tunneled, hydraulicked and cradled,
And I have been frequently sold —
And I have been frequently so-o-old,
And I have been frequently sold:
I've tunneled, hydraulicked and cradled,
And I have been frequently sold!*

*For one who gained riches by mining,
Perceiving that hundreds grew poor,
I made up my mind to try farming,
The only pursuit that was sure —
The only pursuit that was su-u-ure,
The only pursuit that was sure,*

*I made up my mind to try farming,
The only pursuit that was sure!
So, rolling my grub in my blanket,
I left all my tools on the ground
And started one morning to shank it
For the country they call Puget Sound —
For the country they call Puget Sou-ou-ound,
For the country they call Puget Sound,*

*I started one morning to shank it
For the country they call Puget Sound.
Arriving flat broke in midwinter,
I found the land shrouded in fog
And covered all over with timber
Thick as hairs on the back of a dog —
Thick as hairs on the back of a do-o-og,*

Thick as hairs on the back of a dog —

*And covered all over with timber
Thick as hairs on the back of a dog!
When I looked on the prospects so gloomy,
The tears trickled over my face
And I thought that my travels had brought
me
To the end of the jumping-off place!
To the end of the jumping-off pla-a-ace,
To the end of the jumping-off place:*

*I thought that my travels had brought me
To the end of the jumping-off place.
I staked me a claim in the forest,
And sat myself down to hard toil:
For six years I chopped and I labored,
But I never got down to the soil —
But I never got down to the soi-oi-oil,
I never got down to the soil:*

*For six years I chopped and I labored,
But I never got down to the soil!
I tried to get out of the country,
But poverty forced me to stay —
Until I became an old settler,
Then nothing could drive me away!
Then nothing could drive me away-ay-ay,
Then nothing could drive me away!*

*Until I became an old settler —
Then nothing could drive me away!
And now that I'm used to the climate,
I think that if a man ever found
A place to live easy and happy,
That Eden is on Puget Sound —
That Eden is on Puget Sou-ou-ound,
That Eden is on Puget Sound —*

*A place to live easy and happy?
That Eden is on Puget Sound!
No longer the slave of ambition,
I laugh at the world and its shams
As I think of my pleasant condition,
Surrounded by acres of clams —
Surrounded by acres of cla-a-ams,
Surrounded by acres of clams,
As I think of my happy condition,
Surrounded by acres of clams!*



Emery J. Hermans (1859-1926)

**From: Chehalis Bee-Nugget, Friday
November 13, 1926, the obituary of
Emery J. Hermans.**

FIRST PAVING ENGINEER DIES.

**E. J. Hermans Engineered
First. Contract in Chehalis in
1908.**

Emery J. Hermans, whose death occurred Sunday, October 31 at Puyallup, was city engineer when Chehalis' first paving was laid. He came here from Tacoma, where he had been employed on city work. Chehalis, lusty and ambitious to grow, led all southwest Washington cities by being the first city in the southwest to lay street paving. This was vitrified brick and extended from the St. Helens hotel to the West street Northern Pacific crossing. The work was begun late in the fall of 1908 and prediction was that it would not be finished until the following summer. Weather conditions were favorable, however, and Contractor McHugh of Tacoma completed the work by about Christmas time. The following season the rest of the then business district was paved with brick, property owners who refused to go into the first improvement district, stampeded to have their part of the city improved so that it would be in the same class with Market Street. Mr. Hermans' work as an engineer was regarded as of a high class and the brick paving has stood up very well, generally speaking. Later, other paving districts were organized locally and for a number of years

during his residence at Chehalis Mr. Hermans had an active and influential part in shaping the improvement and progress of the city. Mr. Hermans is survived by his widow, four daughters, and three sons, one of the latter named for his father, being a resident of Chehalis.



Theodore Rockwell Hinsdale (1865- 1941)

By Jerry Olson

Theodore R. Hinsdale was born at Ellaville, Prince George County, Maryland, the only child of Soloman Rockwell and Julia Merritt (Jackson) Hinsdale, on January 31, 1865. Soloman was in the Treasury Department in Washington, D. C. Theodore studied at the Institute at Rittenhouse Academy, Washington, D. C. in preparation for his entrance to the Rensselaer Polytechnic Institute in Troy, New York on September 22, 1882, from which he later graduated in 1886. Soon after graduating, he married his wife, Frances Augusta Crandell.

From 1887-1890 he practiced civil engineering in Washington, D. C., and by 1893 he was a "Clerk" in that city, probably with the General Land Office. The Commissioner appointed him as a "Detailed Examiner", or a Special Examiner of Surveys, in April 1895, to work directly for the Commissioner in Washington D. C. and not for the Surveyor Generals in the States or Territories. His first assignment was the examination of Robert A. Webster, Contract

414 in Washington Territory. The following is from his report:

The Hon. Commissioner
General Land Office
Washington D. C.

Sir:

Pursuant to your instructions of April 19, 1895, I left Washington, D. C. April 22, arriving in Olympia, Washington on April 30th where I obtained the necessary data on the contracts to be examined, leaving there on May 1, for Portland, Oregon, where I arrived the same evening.

At Portland I organized my party, bought groceries, provisions and camp outfit and left there with team on Sunday May 5 in a heavy rain. I reached Vancouver, Washington, the same day and camped for the night – in a shed.

On Monday May 6th we left Vancouver in a driving rain and travelled until dark, camping in Section 29 of T3N R3E.

Tuesday, it was still raining, we had to break our load at this point and make two trips to the end of the road to a small shack owed by a Mr. Wenzel in Section 24 of T3N R3E reaching there just at dark.

On Wednesday May 8, we started to cut a trail into T3N R4E in order to get on the work. We all chopped all day in a heavy rain, and cut less than a mile out.

Thursday, Webster the contracting deputy appeared on the scene, and informed me that the only way to get into the Township was to go in on an old trail on the south side of Section 32, as the "Old Doyle Trail" was filled up. We accordingly packed up and after a long, hard days drive reached a point two miles south of the end of the road. It cleared off during the afternoon which made it better going, but, it was all we could do to haul the wagon through the mud holes with the assistance of my saddle horse and also the deputy's.

On Friday May 10th we packed the four horses and started early for a small hunters cabin situated in the NE ¼ of Section 29, T3N R4E. It took us all day to reach this point with part of our outfit as a great many trees had fallen, and we had to cut our way in many places, the trail was poor and about seven miles long.

Saturday we packed in the remainder of our outfit, this was the first sunny day we have had so far.

On Sunday May 12, we settled camp, tested our chain and adjusted my instrument by direct sun observation.

The next four days were spent by Hinsdale and crew, including Webster, in retracing 6 miles of Section line in Webster's contract, going around Sections 17 and 20. The following table is a summary of that survey:

T3N R4E. Contract No. 414 Wash.
Table of Latitudes & Departures.

Line Section	Distance Feet	Bearing	Latitude		Departure	
			N	S	E	W
20-29	41.33	W		.05		
19-20	40.04	N	71		.83	82.40
"		"	80.44		.16	
17-18	39.82	"			1.39	
"		"	79.94			6.77
8-17	43.06	E		.19		
"		"		.66	86.00	
16-17	40.33	S			.11	
"		"	80.17		.54	
20-21	39.76	"				.18
"		"	80.08		.01	
Total			166.09	161.15	89.04	89.35
Error				161.09		89.04
				.07		.31

A number of small errors were found in the description of accessories, the variation, the location of topographic features, etc. It appears that Webster was closing his east/west lines and moving the quarter corners, and that except for the six chain error, he appears to be close to the specifications. Theodore's inspection survey showed a closure of about 1:1600, which would be very good. Hinsdale finished his report on July 9, 1895 with the following discussion:

General Description

This township although comparatively near a settled country is almost without human habitation, as there are only two or three hunter's cabins in it and as the township is situated in a sort of basin in the mountains, it is accessed only by trail.

The most of the township is covered with heavy timber and dense underbrush, and is very rough. The survey of T3N R4E is in good condition, with the exceptions noted, and considering the country over which it is projected, bearing trees and corners are all well and plainly marked. I therefore recommend that after the deputy has returned to the field and made the corrections necessary to remove the errors shown by the foregoing notes, that the survey may be accepted.

The Commissioner rejected Webster's survey, and he resurveyed the west half of the township to avoid the GLO collecting on his bond, which had been secured by his father's farm. After a new examination, the survey was approved in 1898.

Hinsdale continued in his role of Special Examiner for several years through at least 1896, ending up in Montana in 1900 where he continued a long activist role as a Christian Scientist begun by him and his wife in 1894. The Christian Science Church there was formed in 1901 while they were there, and they posted cards advertising education. He was the Lewis and Clark County Surveyor in Helena, Montana 1899-1903, a civil engineer in Kirkland, WA, in 1910 and 1920, and in Seattle in the same role in 1930. He died in Seattle in 1941 and Frances died there in 1951.



Charles A. Homan (1847-1918)

By Jerry C. Olson

Born in Canada in 1847, Charles first showed up in the U. S. census as a soldier in 1880. Both of the census records of Vancouver Barracks and Port Townsend



Figure 56 Charles A. Homan at Vancouver Barracks, front row second from right.

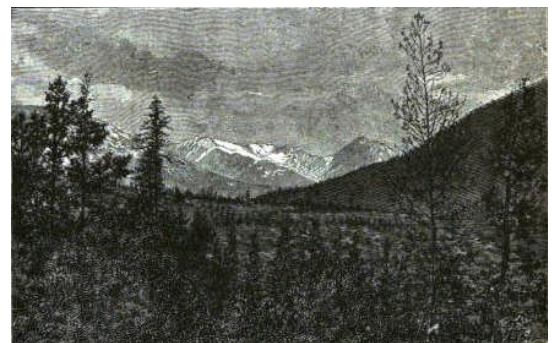


Figure 55. Homan River Valley as photographed by Charles A. Homan. (Schwatka, *An Exploration of the Yukon River* in 1883.)

listed him on their rolls, with the particulars being identical. He served in the New York Infantry in the Civil War in 1863 at the age of 16, and continued in the military after the war. On May 22, 1883, First Lt. Frederick Schwatka embarked from Portland on a military exploration of Alaska and the Yukon River^{xl}. Private Charles A. Homan served as a topographer and photographer. They crossed over Chilkoot Pass on the route later followed by the gold miners in 1899 and descended the Yukon River by raft as far downstream as Anvik, where they boarded an Alaska Commercial Co. steamer. They reached St. Michael on August 30,

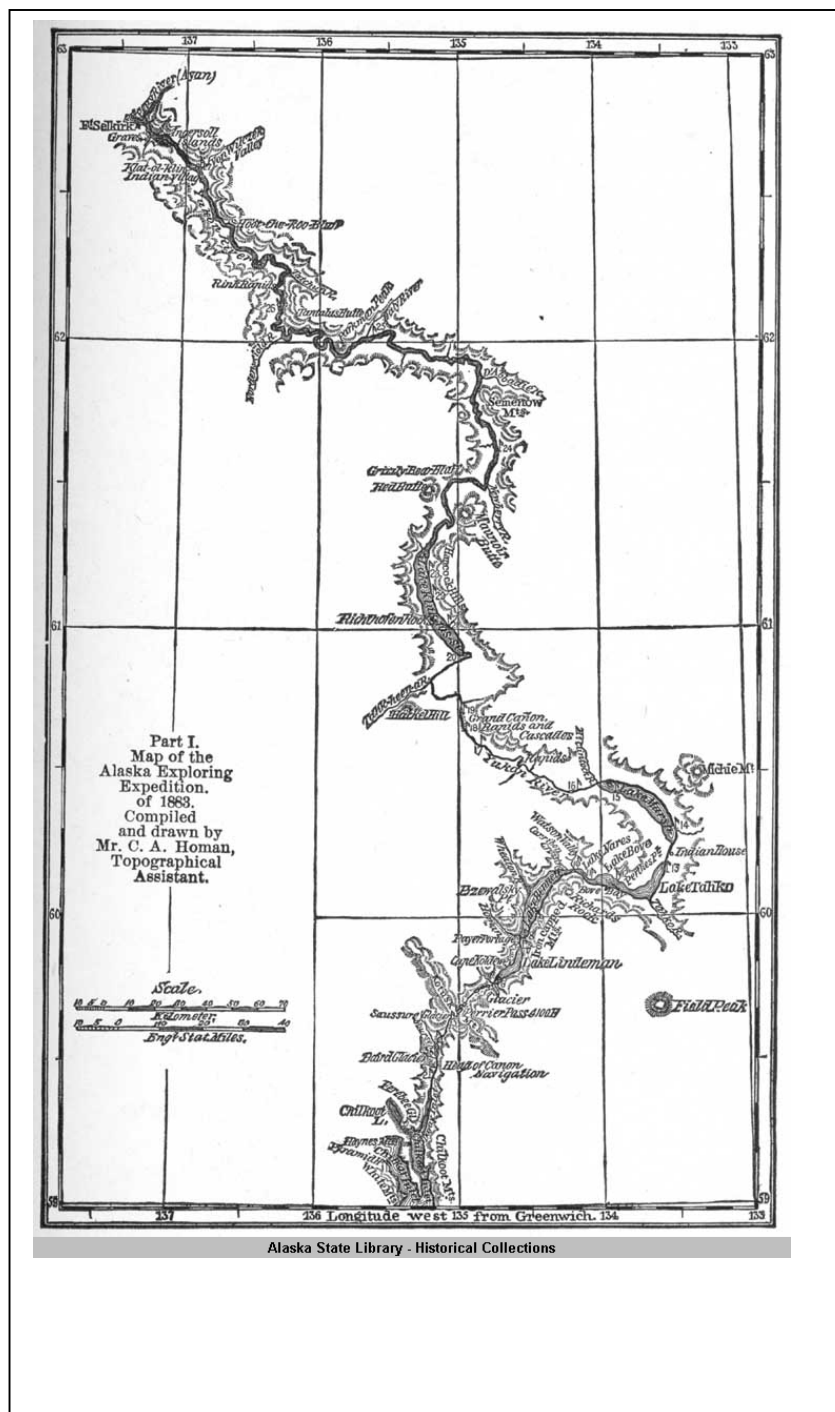
1883 and returned to the Northwest. Homan completed a survey of the route of the expedition and made the first map of the Yukon River. His photographs were transformed into engravings and incorporated into books written by Schwatka. Schwatka named a river that flowed into the south end of Lake Bennett

after Homan, which also later resulted in a Homan Lake and a Homan Peak. Charles memorialized his river with a photograph displayed in the expedition collection.

Schwatka had earlier achieved notoriety with his 1878-1880 sledge journey into Alaska of almost 3000 miles to locate the Franklin expedition records. Schwatka

attempted two more expeditions, one to climb Mt Elias and the second to explore more territory in the Yukon and Alaska. The first was aborted because of Schwatka's poor health, and the second in 1891 was successful. Upon his return he went on the lecture circuit again but soon checked himself into treatment for alcoholism. He declared the cure a success, but soon died on the streets of Portland of an overdose of the medicine laudanum (tincture of opium) in 1891.

Just prior to the Yukon expedition, Homan was also topographer for an exploration from Fort Colville to Lake Osoyoos in 1883 under the command of George Goethals of Panama Canal fame. Homan continued employment with the Army Engineers in Vancouver until at least 1900. In 1889 and 1890 he was elected Vancouver City Surveyor, and in the next two years surveyed the subdivision plats of Riverside in Clark County and Grandview in Cowlitz County



The U. S. Congress appropriated \$64,000 on Aug 5, 1892 for surveying townships inside and outside of railroad grant lands in Washington State. The U. S. General Land Office had preceded this event in 1889 by sending Major John B. Brockenbrough, accompanied by Deputy Surveyor William B. Marye, to inspect the timber resources of the Pacific Northwest. Following through, the U. S. Surveyor General awarded 19 survey contracts, mostly west of the Cascades. This was at the time of the "Panic of 1893", a severe recession, and most contracts were small, going to surveyors inexperienced in government contracts.



A surveyor named William E. Elwell had been doing examination surveys for the Washington Surveyor General in 1892 and 1893, and he and Homan formed a business arrangement where Elwell was to do the work, Homan supplied at least part of the money, and Homan would be one of the sureties to sign the bond. The first instance of Elwell's surveying experience is that in

March 1892 he was on the Vancouver City survey crew with Robert Webster under the direction of Manford Lisher. All of these surveyors received contracts from this special appropriation

Contract 414 for T3N R4E was awarded on May 27, 1893 to Robert A. Webster, who was working for Clark County at the time. Contracts 415 for T4,5N R4E and Contract 416 for a portion of T5N R3E were awarded on May 27 and 29, 1893 to William. E. Elwell.

Webster surveyed his township to the south of Homan's in 1894, and was authorized for payment by the Washington Surveyor General in December 1894. However the commissioner ordered an inspection of the work by T. R. Hinsdale, detailed examiner, in May 1895, and that resulted in the entire survey by Webster being rejected. Until this time, inspections were normally done by other Deputy Surveyors, but in 1893 Congress passed a law forbidding that practice and required them to be done by Special Examiners under the control of the Surveyor General. He received the letter in April, 1896 and resurveyed about 30 miles of line in July and August, 1896. He had pledged his father's farm for the bond to get the survey and appeared to have no choice but to comply. The survey was approved in 1897 and signed off January 21, 1898.

For Elwell's contracts, Homan signed as surety and bonded twice the price of the contract, listing a house in Vancouver, one-half-interest in 80 acres in Pioneer, and \$500 of stock in the Vancouver Building and Loan Co. as collateral. Lynn Clough signed also with \$10,000 of value in ten acres of improved prune land just outside of Vancouver. The instructions said he could use a compass needle on subdivision lines but not on township lines and to use the 1889 Manual of Instructions.

Elwell spent the year of 1893 doing the inspection surveys in Cowlitz and Lewis Counties, reporting favorable results on all instances. He inspected Levi Vickery, Charles Murray, Gilbert Ward and Elijah Ward. A typical evaluation was: "After a careful examination of the work, I believe it has been well done by a competent surveyor." In March of 1894 Elwell requested an extension of the time for his contracts. Reasons included a late notice to proceed, his inspection work, and two feet of snow on the jobsite. He surveyed T5N R3E from April 12th to 28th and finished the other two townships by the end of 1894, submitting his notes to Surveyor General Watson. Watson approved Contract 416 of T5N R3E, which had only about twenty miles of survey, and submitted it to the commissioner, who approved it in May of 1895.

The rest of the work was inspected by Waller R. Staples, detailed clerk, in May 1895. He found many errors, including a 2.85 chain (188 ft.) jog in the alignment of the standard parallel at the standard corner to sec 31 & 32 and a 4.53 chain (299 ft.) error East and West also at that point.

In his report Staples states:

"The deputy's corners as a rule are poorly established and his lines are very poorly blazed. The blazed lines bet. Secs. 31 & 32 intersects the line bet. Secs. 29 & 32 about 3 chs. East of the corner, and that between Secs. 32 & 33 starts from the Standard

Parallel about 1 chain West of and across a brook from the Standard cor. to these Sections. A further examination of this survey would have been made had not a forest fire visited my camp destroying bedding, clothing and provisions. I attempted an examination of the line between Sections 30 & 31 but the fire was still raging in this locality and the danger from falling timber necessitated abandoning this line. That the survey has been carelessly executed and contains errors too large to permit its acceptance is clearly indicated by this examination."

This report resulted in supplemental special instructions to Elwell on March 28, 1896, almost a year later, to redo the survey of T4,5N R4E. Elwell realized that he was



not competent or financially able to correct the work, and asked the Surveyor General to allow Homan to do the corrections. The Surveyor General appointed Homan on July 29th as a compassman to “assist” Elwell in making the corrections, and he agreed, to at least protect his interest as a surety. Homan acquiesced as long as he was to get the same money as Elwell, and that it was to be sent to him. This was approved on August 18th by the Surveyor General. On August 24th the commissioner appointed Homan as compassman to “assist” Elwell and that the money was to be sent to Elwell. On August 29th Homan stopped work on the contract and suspended the crew due to bad faith on the part of the commissioner.

On January 25th, 1897 the Surveyor General asked what steps Elwell had taken to correct the survey, Homan replied that “he” had entered into an agreement with the Surveyor General to correct these surveys under his own contract, and that Elwell was no longer in the picture. Homan asked why the Surveyor General was still talking about Homan “assisting” Elwell in finishing the survey.

Homan explained:

“From August 19th to 28th, 1896, I spent in making an examination of the work in the vicinity of the First Standard Parallel North through townships 4 & 5 East. The country is mountainous and covered with heavy timber, underbrush and windfalls so that progress on true line was necessarily slow, but enough work was done to convince me that any attempt at adjustment of the original work would be labor lost.

The errors of alignment and distance are so great that in many cases original corners were so far from true position that, with the assistance of Mr. Elwell, I was unable to find them.

Mr. Elwell trusted entirely to a very indifferent compass needle for his alignment.. He admitted that to save time

he established his section corners on latitudinal lines entirely across the township, and that no attempt was made to adjust these lines. In my opinion the records of the surveys of Townships 4 & 5 North, Range 4 East, are entirely unreliable and worthless.”

Homan asked that the Surveyor General correct this situation by naming him as a Deputy Surveyor to act in his own capacity to redo the work surveyed by Elwell and to make payment to him exclusively when the work was finished. On February 16, 1897, Surveyor General Watson issued supplemental special instructions naming Homan as a Deputy Surveyor, saying he will be paid, subject to the approval of the commissioner, but still saying he will “assist” Elwell. Also, all work will be done by a solar instrument, and no compass needle will be allowed. This agreement was approved by the commissioner on March 5th. The instructions were amended on March 11th to state that the South boundary of T4N R4E as surveyed by Webster is still “unaccepted” and that Homan was not authorized to survey T4N R4E until further instructions.

Obviously Homan had his heels dug in and would not resume the resurvey until he had an acceptable contract. On May 5th, the Surveyor General wrote Homan that he could have the contract in his own capacity and not be “assisting” Elwell. Homan agreed and reaffirmed that the money would go to him.

The survey parties were organized and from June 16 to September 19, 1897 the First Standard Parallel and T5N R4E were resurveyed by Homan. On July 31st detailed examiner T. R. Hinsdale accepted the North boundary of T3N R4E as surveyed by Webster, and the on August 2nd the Surveyor General told Homan he could proceed with T4N R4E. On March 29th 1898 Homan wrote to the Surveyor General

that the South boundary of Section 36, T4N R4E was off alignment by over one degree and that the East line of the township was long by almost 5 chains. Surveyor General McMicken countered by directing Homan to create a sectional correction line on the north line of the southerly tier of sections and to create government lots on the south township line. Webster's line had already been approved.

By August 8th of 1898, Homan had finished the field work of the corrections and soon thereafter turned in his notes to the Surveyor General

Apparently the Surveyor General had further special instructions for Homan for in May of 1899 he was again in the field, this time to retrace the entire south boundary of T4N R4E to document the deviations from the manual as surveyed by Webster. He turned in those notes in early June, and Surveyor General McMicken approved the survey and sent Homan an accounting of the payments he would expect. Unfortunately he also told Homan that the commissioner would be sending the money to Elwell.

D. W. Kinnaird, Detailed Examiner of Surveys, inspected his work in August 1899 and issued more Special Instructions. This time they found that Homan did not obliterate all the marks from the old corners, and his monuments for the corners were inadequate. He was ordered to go back to the 140 miles of survey and replace most of the wooden posts with marked stones. Homan replaced 63 posts in November of 1899, signed his work in December of 1899, and received approval March 26, 1900. (Homan may not have been too sympathetic when a few years later D. W. Kinnaird was indicted for fraud as part of the Puter Land Fraud case.) The contract amount was \$2840 with the contractor receiving the maximum special rate of \$20 per mile. In January he was still protesting the proposed payment of money to Elwell.



Most of these two townships were patented to Northern Pacific RR, who very soon sold them to Frederick Weyerhaeuser. A railroad was built from Vancouver, through Yacolt, and into the forest. This whole area burned in 1902 as part of the Yacolt Burn, and this survey facilitated the land sales and therefore the salvage operation. The deputy surveyors were required to list settlers on the land to help prove homesteading claims. Homan listed about 40 settlers and used several of them for his chainmen and axmen. One was future Judge Robert McMullen, and another was Harold Hall, a future engineer and brother of Judge Charles W. Hall.

Another contract was awarded to Homan by the Surveyor General on March 3, 1901 for three townships in Cowlitz County. In January of 1901 he asked for an extension of that contract as he explained:

“That owing to the uncertainty and risk caused much by the method of settlement of my claim for the surveys of Townships 4 and 5 North, Range 4 East, W. M., executed by me as compassman under instructions from your office, and the jeopardy in which the compensation for this work was placed by the action of the Department for many months, made it imperative for me to remain in Vancouver to protect my interests and also prevented the giving up of the situation held by me under the U. S. Government, without the risk of serious loss and distress to myself and family. That when settlement was finally made, I was in duty bound to give my employers ample notice of my intention to resign, and to remain in office until a suitable person was found to take my place. This delay, covering most of the field season of 1900, was unforeseen and unavoidable on my part.”

It is unknown when Homan got his money or if it was sent to Elwell. He had been paid by January 1901, but he never proceeded with the new work, and it was awarded to Edwin Sharp and Robert Omeg as contract 593. As an experienced bureaucrat in the Army, Homan actually stood up to the General Land Office better than most Deputy Surveyors.

Homan continued to reside in Vancouver, WA, working as a surveyor and civil engineer until his death in 1918. He is buried with his wife Ona in the Post Cemetery of Vancouver Barracks. His son, William Platt Homan, also a civil engineer, showed up on the 1910 census in Vancouver and on 2 subdivision plats in the Auditor's office.



Edward Dennison Hooker (1873- 1939+)

By Jerry C. Olson

Edward Hooker was born on March 28, 1873 in Fairland, Iowa, the oldest child of Thomas Hooker and Mary Denison. His family moved to Spokane between 1880 and 1892, where his father became the managing editor of the Spokane Chronicle.

Hooker was awarded Contract Number 390 in 1892 at the age of 19 for T36N R24E in Okanogan County just northeast of Conconully, along Salmon Creek, and T30N R42E in Stevens County just east of Deer Lake. As soon as the contract was approved in September, he requested an extension, and another in May, and then another in July, this one including a doctors certificate. He surveyed T30N R42E between July 12th and September 5th, 1893, and T36N R24E between October 5th and November 4th, 1893. The notes were turned in for review on November 27th. After an exchange of notes, the contract was examined by Henry Newby, Special Examiner, and reported to Hooker on January 12th, 1895. T30N R42E was accepted, but T36N R24E was rejected and suspended, requiring corrections in the field involving a new survey. He redid the survey in July of 1895, turning in the notes in December. Further corrections were ordered relative to ties to mineral monuments, which were done in August of 1896. The township was approved in September of 1897 and he was finally paid after a 5% deduction for being late. His younger brother, Harold Hooker, was a chainman for the surveys in 1895 and 1896.

During this time, Hooker also received Contract 432 on June 23, 1893 for T29N R44E, in Spokane County about 10 miles east of Deer Park. It was “within the limits of railroad land grants” which meant NPRR had deposited money for the survey. Edward conducted the survey between May 27th and August 10, 1894 which was accepted in February 1896 after unknown delays.

In the years 1892 and 1893 he was living in a boarding house in Spokane at 703 Sinto Avenue and listed as a civil engineer. The next events recorded in his life were when he and his wife Marion arrived in New York from France on passenger ships in 1926, 1928, 1929, and 1939, with his wife Marion arriving in 1933 by herself. They were living in New York City from at least 1918 to 1939 where he was an engineering salesman. Nothing else has been discovered about Edward.



Clair Hunt (1865-1937)

By Jerry Olson

Born in June, 1865 and raised in Mitchell County, Iowa, Clair Hunt was the son of Milford and Carrie Hunt, and the second of 5 children. Their farm must have been fairly prosperous, for in both 1870 and 1880 censuses, there were hired help listed on the farm.

He moved to Spokane in 1887 where he met his future wife Julia Hazel Dart. They were married in Kootenai County, Idaho in 1889 but still lived in Spokane. He remained in Spokane, engaged as a real

estate broker, fire insurance agent, city water bill collector, and investment broker, all in partnership with his father-in-law, Gorman P. Dart, until 1898 when he was appointed Special Allotting Agent for the Indian Service on the Colville Reservation as surveyor and allotting agent. In 1900 Hunt is listed as a surveyor in Marcus, Stevens



Figure 61. Clair Hunt

County, WA with his wife Hazel and 2 children.

During his time with the Indian Service, he created some excellent maps of the Colville Reservation with detailed allotments. He also is credited with many high quality photographs of Spokane and Colville Indians, which are now found in several collections in the Pacific Northwest. These maps and photographs may have been in his own behalf, for he was employed at times in other capacities.

The Washington Surveyor General awarded Hunt Contract 573 to survey the north half of T40N, R29E, W. M. which he did from August to September, 1902. Along with this came the title of Deputy United States Surveyor. Soon after he finished 573, he was awarded Contract 620 for the survey of the north half of T40N, R30E, W. M.. They were not surveyed until June and July, 1906. This work was adjacent to the Canadian border in an area encompassing the towns of Molson and Chesaw in Okanogan County.

From 1901-1906, he was a United States Deputy Mineral Surveyor and surveyed 28 claims in Stevens, Ferry and Okanogan Counties. One subdivision plat in Ferry County had Hunt's name on it.

Hunt was elected Stevens County Surveyor in 1905 and served until 1908. After that he became a Stevens County Commissioner until at least 1920 per the 1920 census. All the while he kept taking his photographs.

The Okanogan Board of County Commissioners made a contract with Clair Hunt in 1920 to pursue their claim of money in lieu of taxes from the Federal Government. He was to receive 50% of what was recovered. The research was done and a report written. In 1921, because of an employment conflict, he turned the contract over to his son, Ward Hunt, an attorney. Okanogan County concurred in the transfer. A few years later, an amount of \$77,435.31

was finally paid to the county. When Hunt submitted a bill for the \$38,717.66, Okanogan County refused to pay because they declared it was illegal for government to pay for a lobbyist. Hunt sued in Superior Court, lost, and then appealed. The Court of Appeals ruled for Hunt, and he received his money.

President Harding nominated Clair Hunt to the Senate for confirmation for the position of Surveyor General of Washington in July, 1921. The position carried a salary of \$3000 per year and was headquartered in Olympia. He continued in the position until 1925 when the position was eliminated. The appointments in the Indian Service, as Deputy Surveyor, lobbyist, and Surveyor General of Washington indicate that either Hunt, his father-in-law or both had political clout and influence.

The 1930 census listed him as the proprietor of a mortgage loan business in Olympia. His wife, Julia Hazel, died in 1931, and Clair died on January 18, 1937. Both are buried in the Masonic Cemetery in Tumwater



Jared S. Hurd (1824-1873)

From: "Jared S. Hurd Letters, 1846-1872"^{xli} at the Beinecke Rare Book and Manuscript Library, Yale University.

Notes and Summaries:

Jared Hurd went to California via Panama in 1849. In California he worked as a miner near San Francisco, bought an interest in a mill in Nevada City, and worked as a surveyor for a telegraph company. He



Figure 62. Gravestone of Clair Hunt in the Masonic Cemetery at Tumwater. (Photo from Jerry Olson personal collection)

served as 1st Lieutenant in Company B, 1st Regiment Washington Territory Mounted Volunteers in the Indian Wars, during which time he was assigned Deputy Registrar of the Land Office in Washington Territory. He later led a survey expedition near Kamloops in British Columbia for the Canadian Pacific Railroad. His father, Davis Hurd, was an engineer in Niagara County.



Figure 63. Anna M. Cock Hurd, wife of Jared Hurd.

10 ALS from Jared Hurd to his family in Niagara County, N.Y. The first letter is from Detroit, and refers to a business trip he has made there. The rest of the letters document his journey to and life in the West. He describes Panama, San Francisco, Washington Territory, and California. He also describes the variety of jobs he holds, including mining, milling, his military career, and surveying. He asks for news from home, and gives news of fellow New Yorkers in the West. One letter contains a note written by his sister Lucy, forwarding

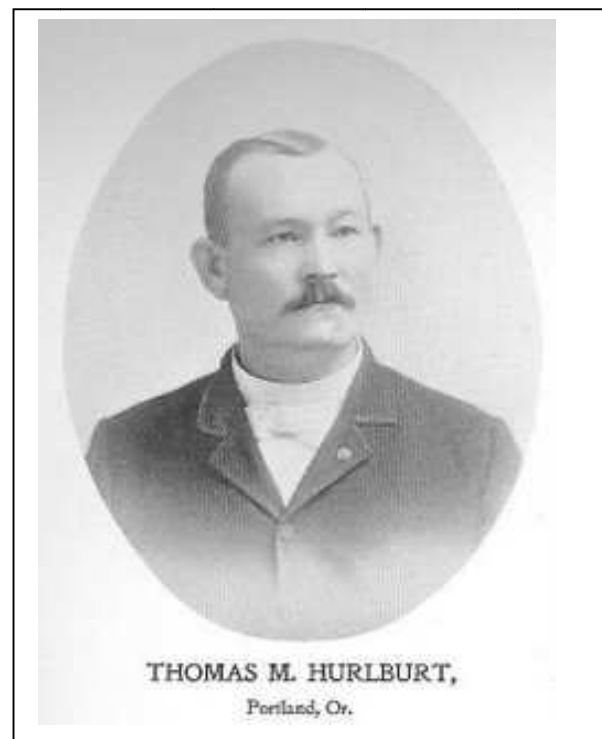
Jared's letter to their father. Jared writes from San Francisco, Weaver Creek (now Weaverville), Mormon Island, Nevada City, Olympia, and near Kamloops, British Columbia.



Thomas M. Hurlburt (1860- 1931)

From: "The Centennial History of
Oregon, 1811-1912"^{xxiv}

THOMAS M. HURLBURT, city engineer of Portland, was born in Albia, Iowa, March 28, 1860, his parents being John Q. A. and Mary (Adams) Hurlburt. In early colonial days the family was planted on American soil by ancestors who came from England in 1630 and settled in New



England. The father came of that branch of the Adams family that has given to the country two of its presidents. He was born in Vermont in 1833, and his life record covered the intervening years to October, 1909, when he was called to his final rest. He was quite young when his parents removed with their family to Canada, where he was reared, pursued a college education and became a civil engineer, entering upon the practice of that profession in Iowa a short time prior to the Civil war. Following the outbreak of hostilities between the north and the south he enlisted in the Thirty-sixth Iowa Regiment and was wounded at Marks Mill, Arkansas, in which engagement he was captured and held as a prisoner of war for a time but later was exchanged. Following his recovery from his wounds he rejoined his regiment and served until the cessation of hostilities, when again the old flag floated over the entire south. Not long after this he entered the employ of the Burlington & Missouri Railroad Company, engaged as a civil engineer, locating the line of the road from Burlington to Omaha. In 1870 he came to Portland in his professional capacity and was employed in connection with railroad construction in the northwest, especially on the Oregon & California Railroad. As chief engineer he built the road from St. Joseph to Corvallis, but with the death of his wife his interest in the things of this life failed and within a year he, too, passed away. He had gained prominence and success in his profession and his



activities constituted a valuable element in the development and progress of different sections in which he labored. He was made a Mason in Iowa and following his removal to the west demitted to Troutdale Lodge, F. & A. M. While living in Multnomah County he served for three terms as county surveyor and was otherwise prominent and active in public affairs.

Thomas M. Hurlburt was a lad of only ten years when the family came to Oregon and in the schools of Portland he pursued his education until graduated from the high school. He afterward learned civil engineering under the direction of his father, mastering not only the technical side of the profession but also the business in its practical phases. He was associated with his father for seven years, or until 1884, when he was elected surveyor of Multnomah County, which position he filled from 1886 until 1891. In the latter year he was made city engineer of Portland and served in that capacity for five years, at the end of which time he was appointed United States examiner of surveys in the interior department, thus continuing until 1907. While in the employ of the Federal government he visited every wild section of the country west of the Mississippi. He knows what the term "roughing it" means and his life in the wilds brought him some thrilling experiences. He and his father have been identified with practically every important civil engineering project in Portland and with all the important early work of this character in the state. In 1907 on his retirement from his Federal position Thomas M. Hurlburt became district engineer for the city and filled that office until 1909. During the two succeeding years he was the principal assistant engineer and in July, 1911, was again appointed city engineer, so that he is the present incumbent in this position. In 1890 he explored Bull Run from its source to its mouth and made a

report on the water supply of this stream, which now furnishes pure mountain water to Portland. In the following year the legislature passed the Bull Run water bill. Mr. Hurlburt also made the first railroad survey to Astoria from Gobel and the road was later located on the line of his survey. His work has indeed been of a most important character, constituting an initial step in much of the later development, progress and improvement of the state.

In 1884 occurred the marriage of Mr. Hurlburt and Miss Clara L. Files, a daughter of J. C. Files, a native of Portland, to which city her parents, Candace Laidy and J. C. Files came in the '50s, settling near what is now the northeast corner of the city on the Columbia River. Mr. and Mrs. Hurlburt have three sons, Raymond F., Rodney A. and Ralph J. In Masonry Mr. Hurlburt is quite prominent, being a past master of Washington Lodge, F. & A. M., a past high priest of Washington Chapter, R. A. M., a past thrice illustrious master of Washington Council, R. & S. M. and a past thrice illustrious grand master of the grand council, having been its chief officer for two years. He also holds membership in Oregon Consistory, A. A. S. R. and in Al Kader Temple of the Mystic Shrine. He has a wide acquaintance in the fraternity not only in Portland but throughout the state and is also well known in professional circles, holding membership in the American Society of Civil Engineers and the Oregon Society of Civil Engineers, while his ability has gained him extensive recognition as one who stands high in the field of his chosen calling.



George Warren Hyde (1823-1891)

From the Obituary of George Warren Hyde, The Joliet Republic, December, 1891.

Ending of a Busy Life -- Mr. George W. HYDE, a Pioneer of the '50's Passes Away Friday Forenoon, in his Sixty-Eighth Year.

At eleven o'clock Saturday forenoon, at his home 303 North Ottawa street surrounded by part of his family, and other near relatives, Mr. George W. HYDE, passed to his reward in the Great Beyond in his sixty-eighth year. He leaves a widow, whom he married in 1857, her maiden name being Mary HOWARD; and five children -- Mrs. W. W. EVANS, of Chicago; Mrs. W. E. HOWARD (sic - should be HARWOOD), of Soudan, Minnesota; Mr. Louis H. HYDE, George PRESTON, and Mary HYDE of this city.

The funeral will take place from the house Monday afternoon at half-past one o'clock, Rev. A. H. LAING, officiating.

Mr. HYDE was born in Batavia, New York; several of his earlier years were passed in Watertown. In 1856 he came to Joliet operating as a surveyor on the Illinois and Michigan canal, under Mr. J. B. PRESTON. He and his uncle, late Henderson HOWK, built and operated the flouring mills above the Jackson street bridge, many years. About four years ago he retired from business having amassed a comfortable competence. Mr. HYDE was Democratic, socially, a staunch Republican, politically, and a Universalist by religion. He was unassuming, a staunch friend; in his family he was all that could be desired in a husband and a father. His faults were few.

In His Last Resting Place.

All that was earthly of the late George W. HYDE was laid to rest in snow-covered Oakwood yesterday afternoon. The body looked wonderfully like life, as he reposed

in his casket; the latter being of heavy red cedar, plainly covered with black broadcloth; a plain oxidized plate inscribed:

1823
George Warren Hyde
1891.

Old friends were gathered in the parlors to mourn with his family. His pallbearers were old time friends: D. Y. SMITH, Wm. DAVIDSON, Henry FISH, W. A. STRONG, Wm. ADAM, Horace HUMPHREY, O. FOX, M. L. COOK.

The Joliet Republic and Sun
(Illinois, Volume 46, No. 17, page 3,
December 4, 1891 (Friday))



Clarence W. Ide (1860-)

**From: "An Illustrated History of
Spokane County."^{xlii}**

HON. CLARENCE W. IDE United States marshal for the district of Washington, was born in Buffalo County, Wisconsin, September 10, 1860. When eighteen years of age he came to Dayton, Washington, thence, in 1879, to Spokane County. He passed a year on the farm, then moved into this city, where he was employed by F. R. Moore & Company for about a twelvemonth. He next entered the service of the Northern Pacific Railroad Company, in their engineering department, and worked for them for a number of years, among other things assisting in the removal of the town of Yakima to North Yakima.

Upon leaving their service he opened a real estate and mining broker's office in Spokane, maintaining it until 1888, when he was elected county surveyor. He laid out numerous additions to Spokane and Cheney. In 1890 he retired from the surveyor's office to accept an appointment from President Harrison as special examiner of public land surveys. He was elected to the state senate in 1892 and during his four years of service in that branch of the legislature distinguished himself as a man of unusual legislative ability. He introduced and



Figure 65. Clarence W. Ide (Photo from the Class Photos of the Washington Senate, 1893)

secured the passage of a very important bill making it unlawful for any state officers or trustees to incur liability in excess of the amount appropriated, and providing a penalty for violation of its provisions. Previous to the passage of this act deficiencies of from one hundred thousand

dollars to two hundred thousand dollars annually had to be met. Since July 1, 1897, Mr. Ide has been serving as United States marshal under appointment by President McKinley, and he is discharging his duties as such officer in a highly creditable manner. Mr. Ide has long been a leading man in political matters, having served as delegate to many county and state conventions. In fraternal affiliations he is a prominent thirty-second-degree Mason. He was married in Oscoda, Michigan, February 19, 1896, to Miss Dora M. McKay, a native



of that town, and they have one daughter, Irma. Mr. Ide's father, C. D. Ide, is a pioneer of this county of 1879, and is universally esteemed and respected as a man of integrity, and one who has contributed much toward the general progress.

From: "Washington, West of the Cascades"xliii

Clarence W. Ide, superintendent of the courthouse of King county, has held various public positions in which he has ever proven himself a faithful official, loyal to the best interests entrusted to his care. He was born

in Buffalo county, Wisconsin, September 10, 1860, a son of Chester D. Ide, who was born in Vermont, October 18, 1830. In the year 1856 he removed to Wisconsin, where he resided until May, 1878, when he brought his entire family to Washington, making the trip by wagon train over the old Union Pacific trail to Ogden, thence by way of Boise and Walla Walla to Spokane. In the family were three sons, Clarence W., G. I. and Ernest W., but the last named passed away May 2, 1903. The wife and mother was called to her final rest on the 10th of March, 1903, but Mr. Ide is still living, hale and hearty at the age of eighty-five years. The younger of the living sons, G. L. Ide, was born August 27, 1870, and was brought by his parents to Washington in 1878. His education was largely acquired in the common schools of Spokane and in 1897 he was appointed deputy United States marshal, in which position he continued until he was made cashier of the Puget Sound customs district in 1903, since which time he has occupied that position. He was married in 1896 to Miss Edith Hull, of Spokane, and they have two children, Wilson G. and Helen. With the removal of the customs headquarters from Port Townsend to Seattle, Mr. Ide brought his family to this city, where he still resides.

The elder son, Clarence W. Ide, acquired his education in the public schools of his native town, being eighteen years of age when he accompanied his parents across the plains to the northwest. He first resided at Dayton, Washington, but after a year removed to Spokane with his father, who took up a claim in Spokane County. The next two or three years were spent upon a farm and in 1881 he began work in the engineering department of the Northern Pacific Railroad, which was then being constructed across the continent to Puget Sound. Although he had received no technical training in that line, experience

brought him knowledge of surveying and he remained with the Northern Pacific in that capacity in Montana, Idaho and Washington for about five years, being first engaged on the line of construction and later in town site work. He afterward became interested in real estate and in 1888 was elected county surveyor of Spokane County, but in a short time resigned that position to accept an appointment from President Harrison to the position of examiner of surveys in the interior department. Two years later he was elected to the state senate from Spokane county on the republican ticket and was a member of the upper house for four years, during which time he carefully considered all vital questions which came up for settlement and used his influence in behalf of public improvement and progress. In July, 1897, Mr. Ide was appointed United States marshal of the district of Washington by President McKinley and while occupying that position made his headquarters at Tacoma, where he established his home. He continued in the office until March, 1902, when he was appointed collector of customs for the Puget Sound district by President Roosevelt. His confirmation was held up by Senator Foster on several frivolous charges which were finally withdrawn and he was confirmed by the United States senate in June, 1902. During the four years which he occupied the position of collector he resided at Port Townsend but June, 1906, returned to Seattle and engaged in the contracting business. His first work in that line was the construction of the 'Green Lake reservoir and in November, 1913, he was appointed superintendent of construction of the Cedar River masonry dam, in which connection he served until the dam was completed in June, 1915. On the 1st of December of the same year he was appointed superintendent of the King county courthouse, which position he now fills.

In February, 1896, Mr. Ide was married to Miss Dora M. McKay, of Michigan, by whom he has six children, namely: Irma, Margaret, Elizabeth, Dorothy, can and Edna. The family is well known in Seattle, where they have many friends, and Mr. Ide also has a wide acquaintance throughout the northern part of the state, his activities having brought him into prominent connection with affairs of public importance.



Oliver B. Iverson (1845-1940)

From: "An Illustrated History of Skagit and Snohomish Counties."^{xliv}

HON. O. B. IVERSON, now of Olympia, Washington, formerly of Stanwood,

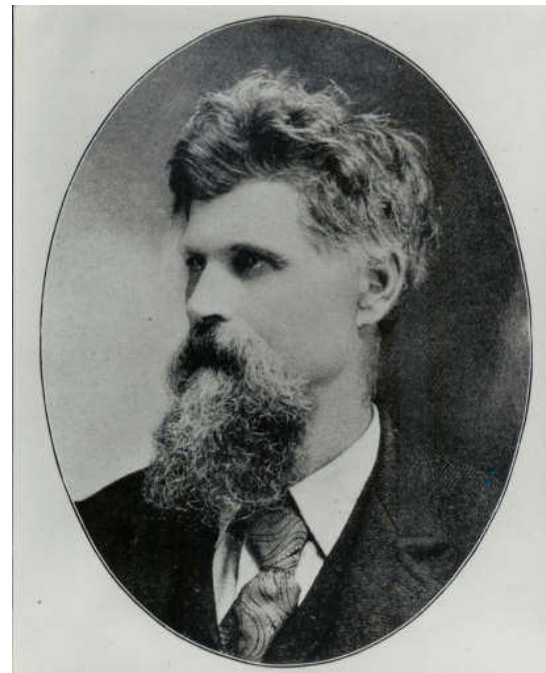


Figure 67 Oliver B. Iverson (from Denny Demeyer, from *An Illustrated History of Skagit and Snohomish Counties*, 1906.)

and among that section's notable, pioneer leaders to whom Snohomish county, will ever owe a debt of gratitude for public services, is a native of Norway. He was born September 11, 1845, on an estate known as Borsheim, Ulvik Hardanger. In 1857 his parents immigrated to Big Canoe, Winneshiek county, Iowa, the lad of twelve accompanying them to the new home selected across the sea. The next few years lie spent as did most boys of his age and circumstances, rapidly acquiring a knowledge of and a love for America's peculiar institutions, and laying firm the foundations for his future usefulness. The month of September, 1862, witnessed his enlistment in Company D, Sixth Iowa Cavalry, for a term of three years, or until the end of the war. To the intense disgust of this regiment, it 'was sent to protect the Dakota and Montana frontiers from Indian ravages, remaining on such duty until mustered out in September, 1865.

Returning to his home on the Big Canoe, Iowa, Mr. Iverson resumed the pursuits of peace with as much ardor and faithfulness as he had displayed in taking up the sword for the preservation of the Union and the protection of the frontier settlements. Not only did he labor with renewed earnestness and optimism as a single unit of the republic for which he had fought and sacrificed so generously, but he became a leader of acknowledged force and fervent patriotism among his fellows.

After marriage in 1866, he settled upon a farm which he purchased in Iowa. His first crop was destroyed by a hailstorm, leaving him nearly bankrupt, but with characteristic fortitude and perseverance, he packed his few belongings and with a yoke of steers to haul them, set out for the northern frontier. At the end of a three hundred-mile journey across the plains he filed a homestead land upon which East Sioux Falls, South Dakota, now stands. He assisted in organizing

Minnehaha county in 1869, and was elected to and served in the territorial legislature during the years 1869-70. He also served as the first treasurer and probate judge of Minnehaha county and was appointed clerk of the United States District court. While residing in Sioux Falls, Mr. Iverson opened a farm, built and operated a saw mill, burned lime, practiced law, surveyed government land, held court and collected taxes, in addition to his more ambitious public services, thus demonstrating his intense energy, varied abilities and undoubted capacity for leadership. He was appointed commissioner of immigration in the year 1874 and as such made a trip to Europe, visiting his old home. It was on this trip that he found Peter Leque and induced him to come to Dakota, whence he later removed to Stanwood. The year 1874 was a grasshopper year, and, as in the case of many others, Mr. Iverson's confidence in Dakota was so seriously shaken by the disaster that lie decided to once again go in quest of a more congenial home. Puget Sound attracted his attention so strongly that in January, 1875, he started for the Pacific, reaching Olympia, March 10th.

Writing recently in the Washington Posten regarding conditions obtaining on the sound at that period, Mr. Iverson gives some interesting and graphic information. Indeed, he is a writer of ability whose articles have attracted wide notice and upon which the editors of this history have drawn generously for information concerning the settlement and growth of Snohomish county.

"When I first saw the enchanting shores of Puget sound," writes Mr. Iverson, "Seattle was a sawdust village with about 5,000 inhabitants. The whole merchandise of the town did not equal the stock of two of its houses today: Tacoma was unborn. Steilacoom, which has not been subject to change, was a place of importance. Whatcom and Fairhaven

were diagrams on the map and a memory. Olympia was the capital and not much else. Snohomish County had perhaps a little more than 500 inhabitants. Everett's inhabitants were Ned Cromer and his telegraph instruments. The only reliable transportation between Seattle and Bellingham Bay was by dugout, run by squaw power. Time required for the trip, about a week. Snohomish County had less than twenty miles of wagon road and perhaps ten wagons. The only reliable transportation facilities the Pioneer had were his own broad back, unless perchance he owned a canoe and a squaw. Few of the Norse pioneers were owners of the last named class of transportation. In fact, when speaking of our early Norse settlers mention of that method might altogether have been left out of account. But they had the backbone. Those who believe that the pioneer is, and must be, as a result of the strenuous life he leads, a pure and simple materialist, are in error.

On the contrary, he is generally an idealist of the purest type. He loves his surroundings, his work and his friends with an intensity little understood within the precincts of alleged civilization. He will risk his comfort and even risk his life for a friend; yes, even for a stranger; with less hesitation than a city man would lend his friend a dollar. The pioneer is hospitable, honorable, energetic, enterprising and public-spirited. He is a hero and a gentleman."

Again, Mr. Iverson writes:

"Soon after my arrival I joined a surveying party and landed at Centerville (now Stanwood). With this survey I went over the greater portion of the Stillaguamish valley. The country looked good to me. I advised a number of my friends to come and take land which they did. The advice was good (I could always advise others better than myself). "

As a matter of fact, Mr. Iverson is credited with being the chief leader in the movement of Scandinavians toward this select section of Snohomish County which followed the survey. Certain it is that he induced scores to locate there and was unusually active in bringing the Stillaguamish valley into public notice. Together with N. P. Leque, Nils Fide and A. Danielson, Mr. Iverson bought the island now known as Leque's Island, diked it and opened farms, which are notable monuments to the foresight, zeal and courage of those men. In 187677, Mr. Iverson and E. C. Ferguson represented Snohomish County in the territorial legislature. As a delegate, the former attended many territorial conventions in those early years, when Washington's political parties were "in the bornin'," and mould was being given to the commonwealth's future career. Olympia became his home in 1882, and there he followed business pursuits successfully until



his removal to Whatcom in 1881, where he engaged in surveying and engineer work for the government, railroads and the general public. He pursued his profession as a citizen of Whatcom until 1891, then took up his abode in Seattle. During the years 1892 and 1893 he served as draughtsman in the ,United States Surveyor General's office at Olympia, and in 1891 and 1895 was superintendent of the Queen City Mining Company. The following two years he passed at the old Stanwood home in taking a much-needed rest. Again, in 1899, Mr. Iverson entered the Surveyor General's office at Olympia as a draughtsman, and this responsible position he still holds. He is identified with George H. Thomas Post No. 5, of which he is commander.

In March, 1866, Maria Danielson became the wife of Mr. Iverson. To this union fourteen children have been born, of whom seven are living: Bertha, wife of the late Peter Leque of Stanwood; Frank, Edward, Ida, Anna, Martha and Ella. The family home is at Olympia, and there, as in bygone years at Sioux Falls, Stanwood, Whatcom and Seattle, the gallant Norse veteran, faithful official and pioneer leader is today accorded the befitting position to which he has attained by manly effort and by reason of his rich endowments of heart and mind.

The following is from the Supplementary Section of: "History of Skagit and Snohomish Counties."

Arlington, Washington, July 4, 1902.

FROM A PIONEER'S DIARY

By O. B. Iverson;

Editor Tidings: To fulfill a rash promise made during my Christmas visit to Stanwood I send you an account of the discovery of the Stillaguamish by the Norsemen in 1876. I state it this way

because I, Columbus-like, lay claim to being a discoverer, being the first of that tribe, to navigate the waters of the now so famous: Stillaguamish. True there were a few individuals from Maine and other places who had somehow stumbled into the country, and some natives who had "grewed" there. This, however, does not affect the validity of my claim to discovery any more than the fact of previous discovery affects the validity of the discovery of Christopher Columbus, Esq.

August 3, 1876, an expedition under command of Ross P. Shoecraft, United States deputy. surveyor, left the capital of Washington in the sloop Albatross, Captain Budlong. A rumor had reached the ear of the government that up north somewhere a large river with the euphonius name of Stolucwahmish discharged its turbid waters into Puget Sound, Port Susan Bay or Behring Sea.

Commander Shoecraft carried instructions from the government to find this river, determine latitude and longitude, note topographic, climatic and hydrographic conditions, and incidentally to survey and mark the boundaries of seventy-two square miles of land. This being a United States scientific expedition it was of course equipped with the usual instruments for such work and with much more than usual talent.

In order to make this history fully intelligible to the reader I take the liberty in the beginning to introduce the personnel of the expedition and sketch in outline their characteristics and special qualifications. Ross P. Shoecraft, from Boston, United States, America, a scientist of eminent executive ability, held the general command. Professor Washington P. Frazier, of South Bay, Washington, second in command, was a scientist of wonderful attainments. He was not only an A. C. but an L. L. D., M. D., D. D., Ph. D. or any other combination you might fancy to put up. I think he could

speak any language spoken by men and some others. He said he could understand the crows, and I have good evidence to believe that he did. He did understand the natives and I could detect no difference between, their speech and that of the crows. In short our professor knew and could do about everything anything he did not know was something which had long been forgotten - he was the most transcendent universal genius that could safely be allowed to run at large. James McFadden, a good engineer and a good fellow. The writer was selected because of his innocence, having lately arrived from Dakota and being therefore entirely innocent of knowledge of Pacific coast conditions, hence qualified to give unbiased judgments.

This completes the official part of the expedition. There were, however, Tom, Sam, Jim, Bud (they may a y have had additional names to me unknown), who will be duly noted as the account progresses.

Anchor lifted at nine A. M. and before a very light breeze drifted out of the picturesque harbor of Olympia. About nine P. M. left Olympia harbor and entered Danas passage twelve miles from Olympia having sailed at the comfortable speed of about a mile an hour. We complimented the captain on the speed of the vessel. Through Danas passage the tide currents ran about six miles an hour and the light breeze gave barely steerage way, without miffing the water in the least. It was smooth as glass and the minutest details of the wooded shores were reflected on the glassy surface. To my inexperience it seemed like sailing through space between two worlds, one of them bottom side up. As it grew darker a phenomenon to me altogether new appeared. The phosphorescence in the water curling at the bow and the wake of the boat was luminous, and looking into the depths I could see fish large and small darting in every direction leaving luminous zig-zag

streaks like pale streaks of lightning. I pointed out to the company this wonderful phenomenon, and. remarked that it seemed to me that we were riding a comet with a fiery head and tail through a thunderstorm. I was told that if I did not get better before we passed Steilacoom (where there is an insane asylum) they would have to land me.

We landed at Johnson's point for supper. This promontory with a sand-spit at its foot was inhabited by Dogfish Johnson, an American by birth, and Kanaka John from sunny Hawaii. Their major and minor responsibilities were enjoying themselves digging and cooking clams, and rolling in the Sand. Verily life on Puget sound is idyllic. Here I first made the important discovery that the clam is a sort of sea potato and had to be dug. I asked the professor if the clam was classed as a vegetable, whereupon he remarked that he didn't think it advisable to take me past Steilacoom.

The professor had a tin of alcohol aboard, for scientific purposes of course. Jim, I think, had found it in landing and. tapped it and of course divided it among the other unofficials, and before supper there were none but the officers sober enough to cook. The professor understood at once whence this hilarity. He said he didn't care for the alcohol, as he could replenish at .Seattle, but he feared it might not agree with the boys, as he had just poured it off of some tarantulas and centipedes and a gila monster he had collected in Arizona, explaining that it had not been sufficiently diluted and had dissolved his specimens, for which he was sorry. Well, it did not agree with the boys, nor stay with them, and it took along when it left them about all the boys contained. Afterward the professor told me in confidence that he had bought the alcohol at Maims' drug store just before we left Olympia and that the gila monster and other

reptiles were a myth. He said it was a fine demonstration of the power of imagination.

August 4th, 7 A. M. Fair and delightfully cool. The cooked provisions used up, we made the discovery that we had no trained cook. Jim, who was relieved of his portion of the gila monster first, seemed the most fit, and was duly installed with ceremony. Jim meant well but he had no experience or cook book. The professor, however, knew everything and gave Jim a lecture on slapjacks. He explained that cream tartar, an acid, and soda, an alkali, mixed in flour and water would combine and form carbonic acid gases and puff up the flour like a sponge. After the stuff was sufficiently puffed he was to spoon it into a frypan, heat one side, flap it and heat the other side until done. With these instructions Jim waded in.

Among the provisions we had some very unique bacon. We could never know by the sense of taste whether it was fish or flesh. It was neither or both. The swine whose remains had furnished the raw material had led a sort of vagabond existence on the sea shore, living chiefly on sea food, hence the fish quality. The flesh quality was probably due to heredity. But there could be no mistaking the fat fried from this bacon. It was fish oil pure and simple. To distinguish it from other fish oils we named it hog-fish oil, thus adding item No. 1 to the vocabulary.

We were pretty hungry and Jim's first flap jack looked pretty good. It was more, it was beautiful. A shining golden yellow disk turned out of the pan. But, alas, it was not edible. The professor tried and he said it tasted like whale-oil soap. It was not a slapjack, so we named it soapjack. (Item No. 2.) Poor hungry Bud dolefully remarked that all is not gold that glitters. The originality of this remark was highly applauded. The professor and McFadden made some edible slapjacks and we filled our persons and proceeded on the voyage.

We passed the narrow strait between McNeal and Wallace islands just at sunrise. Across the bay, about five miles distant, extending from the shore up a gentle slope lay Steilacoom, a struggling village of white houses among the orchards, with background of a dark purplish green forest of young firs. Back of this fir belt to the Cascade Mountains the country was shrouded in a fleecy, white mist, pierced by the great ice cone of Mount Rainier. The first rays of the rising sun began to tinge the deep blue into pale amber, illuminating the outlines of the cone, leaving its broad front in partial shadow. It seemed very near, details on its face being plainly visible. Presently the margins turned golden, the shadows purple, the golden flood of light rolling down the slope, dissipating the mist, down the sleepy slope of Steilacoom, over the bay, turning the light ripples on the water into all the colors of the prism and all the shades these colors can produce, giving a picture of such sublimity and beauty as few mortals have beheld, and when the professor spoke about getting out his colors he was at once notified that if he did he would be landed at Steilacoom at once.

August 6th, 4 P. M. From the middle of Port Susan Bay we sighted the spruce covered lowlands near the mouth of the Stillaguamish. Light wind and unfavorable tide delayed us until it was quite dark when we entered, as we thought, the channel of the river. The weather was sultry with occasional flashes of lightning. We soon discovered that the current was against us and it being dead calm we got out and manned the sweeps to propel the Albatross up the stream. It was so dark that we could not see the low shores, but we could see a large snag nearby and it soon became evident that we were practically stationary. We double-manned the sweeps, still the snag seemed to stay by us. It was now quite dark and losing sight of that spectrous snag,

we worked the sweeps with renewed energy. About this time I think it was Sam who noticed a peculiar grating, crackling sound coming from the jib stay which was wire. The professor undertook to account for it from the fact that there was considerable electricity in the atmosphere and that it was playing hocus-pocus in the rigging. Presently the water left us, and finding our craft fast on a sand bar we took in the sweeps. The electrical disturbance also subsided and all being tired we went to sleep.

August 7th, 7 A. M.—On a sand bar in the middle of Davis slough with the mast against the telegraph wire which was strung across the slough. How much energy we used up on this wire in labor and scare will never be known, but the electric phenomenon was accounted for.

As the boat was safely moored for several hours until the return of the tide all the party except Captain Budlong started for Centerville (now Stanwood) across the flats. After jumping or otherwise crossing several channels we were about half way across the flats, when the professor, who was in the rear, called lustily for help. He had disappeared, that is, most of him had. Only his intellectual head appeared in the grass.

He explained that he had fallen into a blind slough and was stuck. We pulled him out, together with a quantity of rich gray loam. Soon we came to the river channel where it forks (Leque's point) and after considerable expenditure of voice and wind, Bob Freeman, representing the authorities, came across in a boat and offered us the freedom of the city. We accepted and embarked with him and about 9 A. M. August 7, 1876, we took possession of the metropolis on the Stillaguamish. We were not entrusted with the keys of the city, I think because there were no locks.

The problem of transportation we solved ultimately by employing a native with the

poetic name of Slit-lip Jim, who owned a number of shovel-nose canoes and several squaws. We transferred our freight and passengers from the Albatross to a duple of large shovel noses. Pointing their problematical prows up stream, propelled by squaw power, we left the metropolis behind. I said up stream which was not true at that moment, although an hour before it had been. This seemed uncanny but from previous experience I had become wise enough to say nothing about what I thought of this strange river that chose to defy the law of gravity and flow up stream half of the time.

August 7 1876-- About dark we came to the big jam about six miles up the river. Here again was something to rivet the attention of the innocent from Dakota. The river at this point was about one hundred yards wide, but the water was out of sight. A mass of trees, logs, stumps and brush and all imaginable kinds of drift filled the river from bank to bank for more than half a mile. Immense forest giants three hundred feet long and ten to nineteen feet in diameter with all the limbs and with roots spreading forty feet or more, lying crosswise, lengthwise and at all angles locked and matted together, it seemed that nothing but an earthquake could disturb it. It seemed to be built on the plan of a crow's nest exactly and knowing that it would now be inconvenient to take me to Steilacoom I ventured to ask the professor if he was sure that it was not the work of pre-historic crows. He said he was, but it was unfair to ask such questions after we got beyond civilization. On shore alongside the jam was a narrow trail over which we hauled the canoes and carried the baggage. About dark it commenced to rain and before the portage was made we were thoroughly wet. However, we got up a shelter tent and after the exercise we had making the portage and a not especially rich supper, we went to

sleep as tired men with good consciences and digestions only can.

August 8th-- Rain. Just above the jam the river runs rapid among snags. With the passengers aboard the canoes are too heavily loaded to navigate this box of water. The professor took command of the fleet and we became land forces. We had only about four miles along the bank to go to the next jam just above the south slough and by very strenuous labor we got there before dark. We got aboard the canoes and went a short distance up south slough and made a portage across a narrow strip of land between the slough and the river above the jam (about where the G. N. R. R. bridge now is) and camped on this point August 8th.

August 9th-- River running yellow and too full of drift to navigate - steady downpour - concluded to wait and let the river clear some. Only feared that at the rate the drift was coming the river would jam up to its head before the flood went down.

August 10th-- Still raining but less drift in the river. Launched the shovel noses above the jam and proceeded up stream. I am now informed that we are above the influences of the tide and that above this point the Stillaguamish, like any civilized river, runs down stream. We had very tangible evidence directly as whole rafts of drift bore down on us and we had to hug the bank behind a snag to let it pass. I never saw more tangible evidence. In the afternoon we arrived at the mouth of the Pilchuck which was free of drift and we made harbor. This is our initial point for the survey.

August 11 -- Our point of beginning the survey is near the mouth of the Pilchuck. During the night we had just enough clear sky to get a pole star observation and we established a meridian about fifty feet long into a crab apple jungle. Next morning we got some good exercise cutting through it. Crab apple is hard and tough and the trees were growing about as thick as they could

stand and were twisted and matted together so that it was impossible to get them down after they were cut. We simply had to cut a tunnel. It took two hours to cut three hundred feet of line. This jungle terminated in a swamp with about two feet of water and two hundred feet more or less of mud. We bridged across this swamp by piling brush into it and arrived at the foot of a steep hill. This hillside was completely covered with fallen timber and progress on the ground being impossible we took the chipmunk route. Each man carried a pack of fifty pounds or more and the exercise we got on this aerial ascent was decidedly of the strenuous kind. About half way up the hill Jim slipped and fell, Jim on one side of the log he was walking, and his pack on the other. There he hung about twenty feet from the ground. The remarks the boys made to poor, hungup, helpless Jim were scandalous. Bud said he looked like the decorations on a mining camp clothes line and suggested that he be left until dry. Sam said he looked like a horse thief in the last act. But Jim being cook, we had to have him, and after some maneuvering we got him separated from his pack and hoisted back on the elevated, and after ten minutes more balancing we arrived on terra firma, at the top of the hill. From this point we have a magnificent view of the valley of the Stillaguamish. Southward across a sea of tree tops the view is bounded in the far distance by the horizon to the east by the ragged summits and ice fields of the Cascades, to the west by Puget sound, with its islands, and the Olympic range, serrated and snow streaked, with the bald head of Olympus towering above Mount Constance, Three Brothers and other monarchs of the range, and in line of the straits the limitless expanse of the Pacific Ocean. This view is not a picture, it is a panorama. This I ventured to remark at the time, and for once the professor agreed with me.

To the west the view terminated at the nearly solid wall of virgin forest. Not the mark of an axe or a foot print of man anywhere. Only forest giants alive and dead, erect and prostrate, covered with damp moss, the atmosphere charged with the smell of decaying wood. It is solitude personified no twitter of bird or chirp of chipmunk only vegetation run riot in the gloom, the walls of giants excluding the rays of the sun from the struggling undergrowth at their feet. A break in the clouds in the south lets a flood of sunlight across the valley, bringing out details of the foliage in the dark green mass of fir tops and the lighter green of the deciduous belt of trees along the river giving the valley a resemblance to a dark green rug with a lighter green serpent across it. Here and there the river appears like a broken thread of silver. On the side hill just described we found croppings of coal, a brown lignite. Later we tried it for fuel. It made some fire and much smell. It is probably of no value except as an indication that we are in the coal measures.

To continue Mr. Iverson's highly humorous and interesting account of the further experiences of this pioneer surveying party is foreign to the purpose of our work. The great significance of his "discovery of the Stillaguamish" -consists in the fact that while engaged on this survey he became impressed with the possibilities of the country . His faith in it and the advertising he gave it among his friends and countrymen soon led to the settlement of large numbers of Norsemen in the valley, and the ultimate development of its natural resources to a degree which would have been impossible without the presence of those industrious and thrifty Scandinavian-Americans.



Hezekiah Harris Johnson (1849-1923)

From: "An Illustrated History of the State of Oregon."^{xlv}, Hines, 1893.

H. H. JOHNSON

County Clerk of the county of Clackamas, and a native son of Oregon City, was born July 23, 1849. He is the son of Rev. Hezekiah Johnson, a pioneer of 1845.

Hezekiah H. Johnson, our subject, was the youngest child of the family, and he was raised and educated in his native city. He engaged in different occupations as he was growing up, and received the appointment of Deputy United States Surveyor. He served in this capacity for eight years, and during that time was engaged in Idaho establishing lines for the Government. In 1888 he was elected County Clerk, and gave such satisfaction that he received a re-election in 1890, and is now serving his second term in a highly satisfactory manner.

He was married, in 1886, to Miss Josephine Day, of Ohio, and the daughter of Mr. Absalom Day. Mr. and Mrs. Johnson had one daughter, Violet Olive, born in Oregon City. Mrs. Johnson died in 1899, and her husband has had the sympathy of the whole community. Not only did they sympathize with him, but they felt that they all had lost a true and faithful friend in the death of Mrs. Johnson.

Mr. Johnson is a Republican and a man of excellent reputation. He is proud of having been born in Oregon City, and he is one of her sons, of whom she may well feel proud.



Jasper W. Johnson (1837-....)

**From: "History of Idaho,"^{xlvi} by
Hiram French, Vol. II, 1914.**

Miles S. Johnson, one of the leading attorneys in Lewiston, Idaho, was born in Portland, Oregon, on the 2nd day of July, 1871, and he is the son of Jasper W. and Mary E. (Post) Johnson, natives of Indiana and Connecticut, respectively. Both parents are sprung from most interesting families, and a brief outline of their ancestry is consistent with the spirit of this work, although such must of necessity be brief.

Jasper W. Johnson, the father of the subject, is descended directly from Sir William Johnson, who was born at Warrentown, County Down, Ireland, in 1715, and died near Johnstown, New York, on July 4, 1774. He was a British commander and magistrate in America, and superintendent of the Indian affairs of the colonies. In 1744 he was appointed colonel of the Six Nations by Gov. George Clinton, and in April, 1755, was appointed by General Braddock, superintendent of the affairs of the Six Nations with the rank of major-colonel. He commanded the provincial forces in the attack against Crown Point, and in 1760 he commanded the Indian troops in the advance upon Montreal. He received a grant of land in the Mohawk valley called "King's Land," where in 1743 he built Fort Johnson, the village then called Johnson, but now Johnstown, and in 1764 built Johnson Hall. It was he who introduced blooded sheep and horses into the Mohawk valley, and he was a leader in many respects. He published in 1772 a paper on "The Languages, Customs and

Manners of the Indian Six Nations" which appeared in the "Transactions of the Philosophic Society." His son, Sir John Johnson, was the grandfather of William Johnson, and the great-grandfather of the subject. Hezekiah Johnson, was the first Baptist missionary on the Pacific Coast, and he made his advent into the west in 1843, three years prior to the coming of his brother. Jasper Johnson, who is the father of the subject, was born in Indiana, and he came with his father, William Johnson, to the state of Oregon in 1846. Jasper Johnson was ever a man of considerable prominence in Oregon in political circles, and he served as national secretary of the liberal Republican convention in St. Louis in 1872. He was a lawyer of ability and strength, and county judge of Pitkin County for many years, in Colorado. He was the author of the History of Masonry and its Bearing on Religion, and makes his home now at Denver, Colorado, where he is occupied as an instructor in Masonry. He was born October 31, 1837. As has been mentioned previously, he married Mary E. Post, the granddaughter of John Dennison Post, who was born on February 18, 1813, and died on October 11, 1871. He came to Oregon in 1853. He was a graduate of Yale, and was the first president of the first Baptist college to be established in Oregon in 1853, now located at McMinnville, Oregon. He was an expert mathematician, as well as being proficient in other branches. His brother, William Post, was chaplain of an Illinois regiment during the Civil war. The maternal grandmother of the subject was Luanna Pierpont. She was born on January 23, 1813, and died February 29, 1848, and is directly descended from the Pierponts of America who trace their ancestry back without a break to the first of the name, Sir Hugh Pierpont, who in the year 980 was Lord of Castle Pieerpont in Picardy. The name is like most other names originally

significant; a compound of the French "pier." stone, and "pont." bridge, every stone bridge in the country is nominally a pierpont, and of all bridges the piers are the most substantial part, and generally support the rest. The founder of the family in America was James Pierpont, who came to this country in 1640, buying three hundred acres of land in Roxbury,, Massachusetts. John Pierpont, the grandfather of John Pierpont Morgan, the financier, was a cousin and devoted friend of Governor Pierpont, who numbered among his ancestors, a king, besides a number of dukes and earls. The career of the Pierpont family in America has been a most noted one, as it was in the old days in England and France, and among the descendants of James Pierpont, the American founder of the family, are John Pierpont, the New England poet, who did so much for the cause of American freedom in his writings; Judge Edward Pierpont, the statesman; Edward Pierpont, Attorney General to United States and Minister to England, and John Pierpont Morgan, the ^financier. It is a singular fact that every generation since James Pierpont settled in America has produced at least one illustrious man of the name.

Miles S. Johnson received his early education in the schools of Portland, Oregon, graduating with the class of 1888 from the Portland high school. He then began to read law in his father's office in Colorado, and was admitted to the bar on December 7, 1893, beginning practice at Aspen, Colorado. He also established an office in Salt Lake City, and in 1895 stumped the state of Utah in the interests of the Republican party. He was very successful in politics as a public speaker, and was prosperous in his law business as well. In 1898 he discontinued practice in Colorado and Utah and returned to Oregon, and during the campaign of that year was very active as a speaker. In the summer of

1898 Mr. Johnson came to Lewiston, Idaho, and became established in the practice of law at this place, where he has gained a wide prominence as a lawyer of ability, and has established a constantly growing practice in the city and in Nez Perce County. Between the years of 1901 and 1905 Mr. Johnson served as prosecuting attorney of Nez Perce County, and from 1905 to 1908 was assistant United States attorney for Idaho, and resigned June, 1908. He was appointed a special assistant to the Attorney General of the United States in 1909. In November, 1912, he was elected prosecuting attorney of Nez Perce County.

Mr. Johnson is a Knight of Pythias, but has no other fraternal affiliations. He married Miss Sarah G. Swett, and they have two children: Margaret Mary Johnson, and Edward Temple Johnson.

Mrs. Johnson is prominent in society, and is the president of the Twentieth Century Club of Lewiston.



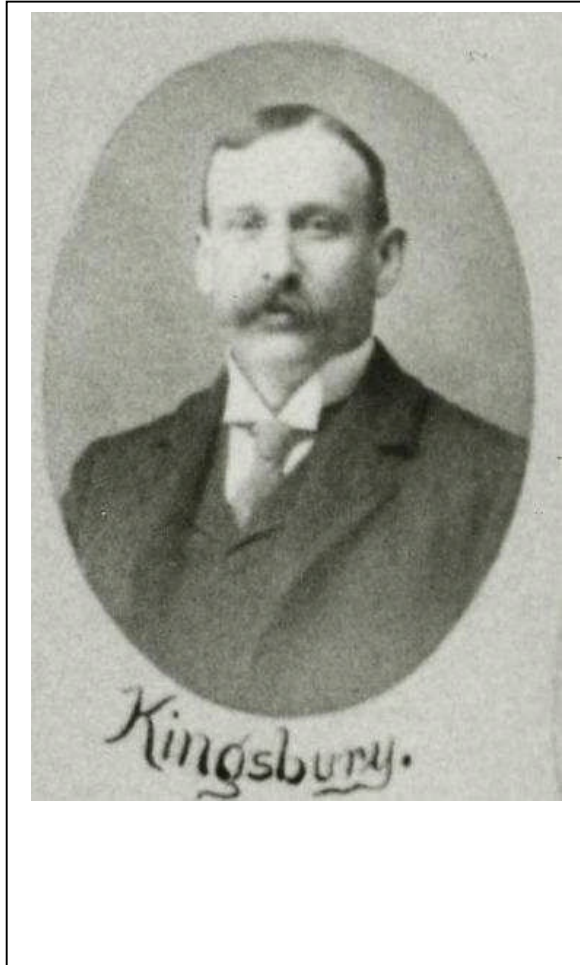
Edward P. Kingsbury (1855- 1913+)

From: "The History of the Puget Sound Country"^{xlvii}, 1903.

HON. EDWARD P. KINGSBURY

In the early history of this country no profession was more necessary than that of surveying. One can hardly realize the great labor and courage required and dangers overcome in classifying and laying out sections, townships and ranges in the vast areas of this country, and this is one of the oldest and most venerable professions. In

modern times it is also required to clearly define boundaries of property. In this profession, to which the father of our country also belonged, the Hon. Edward P. Kingsbury, now United States surveyor general of Washington, occupies a



prominent place.

The old English ancestors of this family came to Massachusetts at an early day, and in that state all of the descendants lived and died except our immediate subject. Elijah Kingsbury, the father of Edward P., was born in 1802, was a carpenter and farmer and lived and died in his native place. His wife was Joanna W. Phipps, and was a daughter of Eli Phipps and traced her ancestry back to Godfrey Phipps, who was governor of Massachusetts in the early colonial days. Mr. Kingsbury was a worthy citizen and held various offices of trust in

his township. He passed away in November, 1888 in his eighty-sixth year, and his good wife died in 1877, at the age of sixty-six years. Of their six children only two are living, the eldest son of whom, W. A., is an eminent attorney and a judge of the district court at South Framingham Massachusetts.

Edward P. Kingsbury, the son of the above, was born September 25, 1855, in Holhston, Massachusetts. He received his rudimentary education in his native town and later attended Harvard College, graduating in the class of 1879. For several years after graduation he engaged in teaching, and was superintendent of the schools of his town. He first arrived in Washington in June, 1889, settling at Centralia, where he engaged in the hardware and grocery business. Mr. Kingsbury has always been prominent in politics and has served in the city council and was elected mayor. In 1898 he was chosen a member of the state legislature, and in the following year President McKinley appointed him United States surveyor general for the state of Washington, an office which he at the present time as most creditably filling.

Socially he as a member of the Seattle Chapter of the Sons of the American Revolution. Wholesouled and popular among his townsmen, he lives a life of honorable activity and one of benefit to his city and state.

Abner L. Knowlton (1832-....)

From: "History of Butte County, California"^{xlvi}, 1882.

ABNER L KNOWLTON was born in Windsor, Hillsboro county, New Hampshire, September 1. 1832, and was the son of Gideon Knowlton. He lived at Windsor until twenty-two years of age. His early advantages for an education were very limited, but, at the age of twenty-four, he went to the New Hampshire Conference Seminary, supporting himself while there by sawing wood and teaching. He was there when the war broke out, and joined the fourth New Hampshire infantry, and served four years. His regiment was in Sherman's command at the capture of Hilton Head, in South Carolina. He was in the expedition that captured Fernandina, Florida, and was



Figure 70. Abner L. Knowlton tombstone at Miami City Cemetery, Miami, Florida. (Photo from Find A Grave Website.)

at the siege of Charleston, participating in the operations of this division into the winter of 1863. From Charleston, his regiment went to Virginia, under the command of

Butler, and was at the battle of Gloucester Point, at the occupation of Bermuda Hundred, and the engagement at Drury's Bluff, called the Frog fight. The regiment was sent to join Grant's forces at Cold Harbor, and took part in the battle of the Wilderness. From there, his companions were thrown across James River in front of Petersburg, where they assisted in the siege, and remained until the winter of 1864. Mr. Knowlton was at the battle of the mine. In 1865, he was sent south, under Butler, and was at the capture of Fort Fisher, and accompanied Terry on his second expedition. His regiment joined Sherman on his march from Columbia to Raleigh, being at the battle of Bentonville, in North Carolina. Mr. Knowlton was discharged in the summer of 1865, at Raleigh, and went back home, having gone into the service as private, and come back captain. He opened an office at Concord as civil engineer, and lived there four years. He came west in the employ of the Northern Pacific railroad, as assistant engineer on the preliminary survey between Olympia and Portland. He then settled in Walla Walla, and served there as county surveyor for four years. He then came to Butte county, and was elected county surveyor in 1875, after being in Chico six months. He lost a re-election in 1877 by one vote, but obtained a re-election in 1879. Mr. Knowlton was married in 1866, at Concord, to Mrs. Lizzie E Hoyt, of Fisherville, New Hampshire.



Millard F. Lemon (1852-1943)

From: "Early History of Thurston County, Washington,"^{xlix} 1914. (Biography of William Lemon, Millard Lemon's father.)

WILLIAM LEMON

William Lemon and his wife were among the pioneers of the Cowlitz River settlement, and later of Cowlitz Prairie, and their experiences in this section were such as to try men's souls, until land was cleared and cultivated and neighbors began to arrive.

The subject of this sketch, William Lemon, was born in Orange County, New York, his parents later going to Michigan then to Illinois, and still later out to Iowa, where they lived for several years. Here William became a man and was finally married to a blithe Irish lass.

The young couple, with their, one child, caught the emigration fever and decided to cast their fortunes with other emigrants and go to Oregon, so in 1852 the trip was made with ox. When The Dalles was reached, late in the fall, Mr. Lemon decided to leave his considerable number of cattle there to winter, and go on down to Portland. Here he expected to find work at his trade of carpenter.

However before the little family reached this point, an important event happened. Their second child was born. His birth place was beside the Snake River in what is now Idaho, but was then comprised within the Oregon boundary. His cradle was a box in the wagon bed, his lullaby the rustle of the wind through the sage brush and grease wood. His mother told, to the time of her last illness, how the little fellow cried day and night, after he was taken into the house, for the rocking of the wagon. That child is now Millard Lemon of Olympia.

When spring came, Mr. Lemon went back to The Dalles to round up his cattle. The winter had been a hard one and in common with many other emigrants, who had hoped their cattle would winter without other feed

than what the animals could pick up on the ranges. Mr. Lemon lost every one of his cattle except one ox. Owing to the hardness of the winter and unexpected rush of emigration during the year of 1852-3, the crop of potatoes produced by the few farmers around Portland was soon used up and the prices for this vegetable soared to the sky. The elder Lemon thought there must be a fortune in potatoes, judging from the price he was obliged to pay. So when spring came, he took his family and went on up to the Cowlitz country, took up a piece of land, and put it all in potatoes. As everyone else in the country had been possessed with the same inspiration, there was almost no giving this humble vegetable away, and prices scarcely paid for the digging.

It was while living on this homestead on the Cowlitz River that the baby who had come to the Lemon family on the plains nearly lost his life in a tragic manner. The little fellow had just begun to toddle and was playing around the door step of his father's cabin, when an immense eagle circled above his head, and was just swooping down to seize the child, when his father caught sight of the bird and shot it. The eagle's body fell into the river, but it was a narrow escape, and one of the mother's favorite tales to her children when they gathered around her knee in the gloaming.

Becoming dissatisfied with the place on the river, Mr. Lemon went to Cowlitz Prairie and took up a donation claim of a half a section of land. Here the family was living during the time of the Indian war, seeking refuge with the other families on this prairie, in the block house on the Parsons' place. The women and children would stay in the block house and the men fare forth during the day to till the soil and gather in the crops, returning to spend the night with their families within the safety of the block house enclosure.

Mr. Millard Lemon has in his possession to this day the gun which his father used to put over his shoulder when it was his turn to stand guard, and to protect himself with while tilling the land. This was the same gun that ended the life of the eagle I have told about.

Mr. Lemon, senior, in after years, received the pension awarded Indian war veterans. At this time the Cowlitz Prairie was principally settled with French Canadians, servants of the Hudson Bay Company, and a class of people who cared but little for educational advantages, so the mother insisted that the family must go somewhere that the children could go to school.

Claquato, the county seat of Lewis County, was selected. Here, for four years, the Lemon children were taught by Miss Peebles, one of the Mercer girls, and who afterwards became Mrs. A. McIntosh, of Seattle. Millard Lemon gives this lady a just due of praise, by affirming that she was the best teacher he ever had, and as he is a college graduate, he must have had many and good ones, too.

While residing on Cowlitz Prairie and Claquato, Mrs. Lemon made many visits to friends in Olympia, and Millard Lemon's early recollections include chasing the cows over what is now Capitol Park, but was then only a wilderness of fallen logs, brush and stumps. His companion in his boyhood days, and favorite chum, was Fred Guyot, then a lad of about nine years, and in Mr. Lemon's own words, "as fine a lad as ever lived."

In 1874, the Lemon family went to live in Los Angeles, California. But after spending several years in that place, decided to return to Washington. Olympia was selected as the place of residence this time, and here Mr. and Mrs. Lemon built the house on Eighth Street that was the family home for years, and where life ended for Mr. Lemon, in

1890. Mrs. Lemon lived on in the old home for another seven years, and then she joined her husband.

To Mr. and Mrs. Lemon were born seven children: Thomas, Millard, Frances, Marion, Alice, Edwin and Ida. Millard and Ida are the only ones of the family still living. Ida is now Mrs. Mann, and lives in the family home. A granddaughter, child of Alice, Mrs. C. Goldstein, who is now Mrs. Garrett, has lived in Olympia the past few years, formerly making her home in Seattle.

The lad, Millard, studied out of the same reader with Fred Guyot, and sat on the same bench in the little old log school house with the little girl who afterwards became Mrs. Charles Talcott, the first wife of one of Olympia's pioneer jewelers. While a student at the State University of Oregon at Salem, Millard Lemon had as classmates, Stephen J. Chadwick, now Judge of the Supreme Court of Washington; C. S. ()wick, Judge of the Supreme Court, and G. S. Rienhart, who has been clerk of the same court since Washington became a State, and the late Frank M. McCully, who was Deputy Superintendent of Public Instruction of Washington at the time of his death, in Olympia, in 1907.

In 1876, Millard entered De Pauw University at Green Castle, Indiana, from which institution he graduated in 1880, taking the degree of A. B. Afterwards he took a classical course and secured his degree of A. M. from the California State University. Following his graduation, Mr. Lemon had a varied career.

Through the suggestion of Bishop Taylor, he went to Santiago, Chile, and was one of the founders of Santiago College, where he was head of the boys department. Mr. Lemon's stay with this college lasted two years.

At the expiration of this period, Mr. Lemon engaged in railroad engineering in

the State of Chile, continuing in this work for the following six years.

Returning to the United States in 1888, Mr. Lemon sojourned long enough at Long Beach, California, to become united in marriage to his boyhood's sweetheart, Marabelle Cook. The young couple then came to Olympia to visit Millard's father and mother. The business prospects of the Capitol City were bright, so they decided to make this city their home.

Mr. Lemon has been successful in financial affairs and is today rated as one of the most solidly successful business men, not only in Olympia, but the entire State of Washington; a man who takes pride in the description, "His word is as good as his bond."

Three children brighten the Lemon home, Edith, Mildred and Gerry.

From: "American Biography, A New Encyclopedia," I Vol. XLVII, 1932.

LEMON, MILLARD, Man of Affairs During the years of a long and active career, Millard Lemon has witnessed the development of the Pacific States from the rough, sparsely-settled territories which he knew in childhood to the thriving Commonwealths of the present day. An engineer by training, he has been privileged from young manhood to devote himself to constructive projects, and with the passing years, as his interests and activities have broadened, he has still retained the builder's viewpoint, creating institutions and enterprises of lasting value where none existed before. Mr. Lemon is one of the most distinguished of Washington's men of affairs, a financier, philanthropist and civic builder whose efforts have contributed decisively to the State's progress.

The very circumstances of Mr. Lemon's birth had something of the true pioneer quality. He was born on September 6, 1852, in a covered wagon which was part of a train crossing the plains and mountains of the continent bound for California and Oregon. His parents were William Lemon, descended of an old French family early established in America, and Bridget (Patrick) Lemon, of Irish descent. They were headed for California and gold at the time their son was born. It happened, however, that there was only one doctor, Dr. Nathan Millard, with the wagon train, and he was going to Oregon. For the mother's comfort during the forthcoming childbirth and for the baby's sake they altered their plans, and when the fork in the trail was reached, went northward with the doctor to the Oregon territory.

Millard Lemon was endowed at birth with health and a strong constitution, but due to the alkali taste in milk and butter from cows in train, the mother obtained a repugnance for milk and butter which was carried to baby in pre-natal form. For weeks and months after his first arrival in the world he had to travel across the sagebrush prairies and through the alkali dust, where the only water to be had for the cattle was tainted with alkali. This not only had an unfortunate effect upon his health, but created a lasting distaste for milk and milk products, so that as a growing lad he could never bring himself to eat these foods. On the other hand he became very fond of fruits, and his first apple was a great joy. Fresh fruits were something of a rarity then, and dried fruits were the usual thing. Mr. Lemon's love for the outdoor life undoubtedly arose in part from his desire to obtain the fruits he loved in all their freshness and perfection of flavor.

They reached the end of the long Oregon trail, in the winter of '52, at Portland, Oregon, and the following summer Mr.

Lemon's parents settled at Cowlitz, now in Washington, and here his boyhood years were spent. The life was rough and hard, but it developed self reliance, courage, and far-ranging vision in those who built for the years of the future in seeking their daily bread. The usual dangers always confronting the pioneer had to be faced. One day the baby was playing on the doorstep

of the cabin, while his father was working in the garden nearby. A large eagle, wheeling aloft, circled and swooped for the youngster, and only the alertness of the father in grasping the situation averted tragedy. He seized his gun, which was always kept handy in those days, and shot the eagle as it dropped to strike. Mr. Lemon has that gun to-day as a souvenir of his early escape. During the fall of 1853 the family moved to Cowlitz Prairie, taking up a donation claim. A few years later, while he was playing as a small boy on the banks of a river with an elder brother, he remembers how a man came down to the opposite bank of the stream and called across the news that Lincoln had been shot. The progress of the Civil War was followed eagerly in the Northwest country, and Mr. Lemon always hoped he would grow up soon enough to go off and join the army.

Here they made their home while the Indian Wars were in progress. In 1859 they moved again, to be near a school for the children. This time to Claquato, on Chehalis River, where Millard Lemon, under his teacher, gained his first knowledge of algebra, geometry, surveying and various other subjects. He was always best in mathematics, and this was of considerable significance in the light of his subsequent career.

As he drew nearer to the time when his life would become his own to make of it what he could, Mr. Lemon's plans for the future began to take shape. He resolved at

all costs to secure a complete college course, and in 1869 began to teach school at Adna, an adjoining community. As the result he was able to save six twenty-dollar gold pieces for six months teaching, and with this money started for Willamette University, at Salem, Oregon, where he was to become one of its earliest students. Some of Mr. Lemon's schoolmates later became distinguished figures in the life of the Northwest. He studied out of the same school book with Fred Guyot, and at Salem he had as schoolmates, Stephen J. Chadwick, later a supreme court judge, C. S. Rinehart, who became clerk of the supreme court, and the late Frank W. McCulley, who was deputy superintendent of public instruction in Washington at the time of his death in 1907.

When he was ready to start for Willamette, Mr. Lemon found the stages were not able to run owing to condition of roads during winter season. Accordingly his brother took him on horseback part of the way, making a two-day trip to Monticello, then by steamer to Portland, and then he had his first train ride to Salem. Arriving at Salem, where the university was situated, he stayed part of the time with friends, and then, to earn his own way, became janitor of the buildings of the institution. His father was very willing to help him, but there was a large family and Millard, anxious not to be a burden, was resolved to work his way through school. During one vacation he assisted the father of the present Judge McIntosh to make the first abstract of Pierce County, Washington. Another summer he taught school at Centralia, Washington, but finally, in 1874, left the university to join his family as they journeyed South to Los Angeles by covered wagon. Within a few months he went with his future father-in-law, Dr. Alonzo Gerry Cook, to a place some twenty-five miles south of Los Angeles, where the elder man owned one

hundred and sixty acres of land. Mr. Lemon and his brother plowed forty acres of this land with two teams, and sowed it with grain. Their activities here marked the beginnings of the little village which subsequently became the thriving village, now known as Garden Grove. This work, however, was practically the first of a heavy nature which Mr. Lemon had done and it proved too much for him. Typhoid fever resulted, and he was unable to see or harvest the crop.

Thereafter for a time he attended college at San Jose, but he was disappointed in the school and soon returned to Los Angeles. It was at this period in his life that he decided to enter DePauw University. Mr. Lemon desired a classical college course at an institution of some standing, and his minister at Los Angeles, who was a graduate of DePauw suggested that he go to that university. As hitherto he determined to rely upon himself, considering that his education would be of greater value to him if he did so. During two vacations, accordingly, he taught school, and for the others acted as a salesman in Indiana. He entered DePauw in 1876, and was graduated there in 1880 after the completion of requisite studies with the Bachelor of Arts degree, and because of character of work added to which was teaching in Santiago College he received the Master of Arts degree, being the only student from west of the mountains at the university.

After his graduation from DePauw, upon the suggestion of Bishop Taylor, he made plans to go to Chile. First he went to Michigan on a visit to relatives, then he taught school for a few months, and finally went on to New York. At this time it was mid-winter. Mr. Lemon took passage on a steamer for Panama, crossed the isthmus and made his way down the west coast to Valparaiso and Santiago, Chile, during the

period of the war between that country and Peru. It was a thirty day trip in all.

Mr. Lemon remained in South America for eight years altogether. For a year he taught school. Then the illness of his brother and sister brought him home for a brief visit, but they had already passed away at his arrival, and so he returned again to Santiago and taught one more year. It was at this time that he first began active engineering work, for which he had always had a liking. As a boy he had been fond of taking measurements by triangulation, and revealed considerable mathematical talent. He made for himself various measuring instruments, which, although perhaps crudely shaped, were entirely practical in use. During the years which followed, he continued his study of mathematics and engineering subjects, and being thus qualified, he was able to accept when American contracting engineers, building railways for the government in Chile offered to take him into their service. Thus he achieved the second of his boyhood ambitions the first having been to secure a good education and at the same time acquired the experience in engineering work which was to be the foundation for his later business success.

Mr. Lemon began his new duties as assistant engineer, but not long afterwards it was discovered that the chief engineer was unreliable and given to dissipation, so that the responsibility devolved upon the young assistant. The work on which he was engaged was a railroad construction project. There were two branches to be built, and one of them was turned over to Mr. Lemon to complete. He carried on the active supervision of this task with every success for a period of five years, and at the end of this time was offered a position as State resident engineer in Chile. But he was not willing to give up his residence in the United States permanently, and so he resigned to return home to his family and his future

wife. During his stay in this new country, where most men found it natural to smoke and drink heavily, Mr. Lemon did not participate in these pleasures or vices, and has never regretted it. To do these things would not agree with him physically, and he has never been able to see that any natural development of his personality was hindered by their lack. As one of the pioneers in the development of this South American republic, Mr. Lemon has naturally followed its progress rather closely, and in 1924, he made a trip through the Panama Canal, the West Indies and Eastern coast of South America, with Mrs. Lemon, which was full of interest for both of them.

On his return to the United States after eight years in South America, Mr. Lemon found it necessary to learn conditions and study people all over again, but he quickly picked up the threads of American life. Within the next few months he was married to his boyhood sweetheart, and made a visit with her to his own family at Olympia, Washington. He decided to take up his permanent residence in this State, and at the time of the great Seattle fire in 1889, had just built his home in that thriving town. Mrs. Lemon's parents, however, were so lonely at the absence of their daughter that they prevailed on them to come South to

Los Angeles. But Mr. Lemon was thoroughly convinced of the opportunities in the Northern State, and in April, 1890, he and his wife returned to make Olympia their home. Those were the boom days of the town, when the railroads were building and everything seemed bright. Mr. Lemon's services as an engineer were much in demand until the panic of 1892 put an abrupt end to the programs of expansion. Shortly afterwards a Mr. Frank Williamson who was a well known logger in Mason County at the time, requested Mr. Lemon's aid in building a logging railway there. He was particularly well qualified by his South American

experience and his thorough understanding of the problems involved to undertake the County to recommend him to the builders of the State, he was kept busy for many years locating grades and laying out lines. His work took him into Mason, Thurston, Grays Harbor, Skagit and Kitsap counties, and some of these railroads today have become common carriers over the original grades. Mr. Lemon continued his engineering work for logging railroads until the year 1910 when the pressure of his business affairs in Olympia forced him to give up his first occupation. This he did with considerable regret for he had always enjoyed the life of the outdoors which railroad building brought him, preferring to return to it even after he had been elected city engineer of Olympia, and county engineer in the late 90's.

During his years in South America, Mr. Lemon had sent money home regularly to Dr. Cook, his future father-in-law, for investment, and as a consequence, on his return, he owned considerable property in timber and prairie lands northwest of Aberdeen. Dr. Cook had also invested in the same enterprise, later deeding his share to Mrs. Lemon, his daughter. There were three sections in all. Some years later a strip through this property was sold by Mr. Lemon to the Northern Pacific Railway in order to give them a right of way in building their road to Moclipis. Since then there has been a regularly operated line over this right of way, and to-day it is the foundation for the continuation being built by the Northern Pacific and the Union Pacific railways north to the Hoh River, and eventually to circle all the wonderfully rich Olympia peninsula of Washington. Other through logging railroads which Mr. Lemon originally laid out in the early days on the east side of the peninsula, will play a part in completing the circle. Remaining portions of his large holdings near Aberdeen Mr. Lemon sold for equally good purposes.

About the year 1892, when he was paying land taxes in several counties, Mr. Lemon decided that it would be better to concentrate his investments, and so began the process of disposing of his scattered holdings and buying lots in the town of Olympia. He did this for no other specific reason than that he had come to love the village and had the greatest confidence in its future. Although these were dull times, and the town was struggling to exist, he did not hesitate to back his faith in the future of the community by long term property investments. As he was instrumental through friendly cooperation with Northern Pacific Railway officials in locating the railroad line from Hoquiam to Moclips, Washington, so through his efforts and the cooperation of his friends, many of Olympiads finest business blocks and residences were erected. His first large purchase was the Stuart property at the corner of Main and Sixth streets, and this was followed in 1908 by what was practically his first construction enterprise, the erection of the Safe Deposit Building at Fourth and Franklin streets. Here Mr. Lemon moved the abstract business in which he was interested, while the main floor was leased for the first automobile salesrooms in the city. In 1910 Mr. Lemon erected the Rex building opposite, to provide a suitable theater for the first moving pictures, and this was the outstanding moving picture house in the city for years. In 1914 a group of Seattle men undertook to build the Capitol Apartments, but when they got into difficulties with their loans, Mr. Lemon was requested to take over the project. He consented, trading a quarter block at Sixth and Franklin streets for the builders equity, and assuming all the indebtedness. This was what was known as the South building of the apartments, a north half being added at a later date. Today the Capitol Apartments are among the finest modern apartments in

the Pacific Northwest, and their existence is due in considerable part to Mr. Lemon's able direction of the enterprise, and his willingness to assume the obligation.

Other ventures in the city have profited equally through his efforts. He was one of the builders of the Y. M. C. A. building and the Presbyterian Church. In 1920 he built a two-story business block and apartment house, and a few years later, with several other prominent men, he organized the company to build the New Olympia Hotel, one of the newest and finest hostelrys on the Pacific Coast. Mr. Lemon is its principal stockholder, and the owner of the property on which the building was erected. He was also one of the organizers of the Security Trust and Savings Company Bank, an important financial institution of the city now located in the Safe Deposit Building.

In the year 1926 Mr. Lemon purchased the property at the corner of Washington and Fourth streets for the construction of a bank building. At this time, however, Olympia badly needed a modern office structure, and so it was decided to erect such a building here. Mr. Lemon took stock in the building for the value of the lots, with some preferred stock, and the bank was moved to this fine office building in 1927. Later he bought the adjoining building and property on Fourth Street for the future extension of the bank building. Meanwhile, in 1920, Mr. Lemon had taken over the central underground steam mains of the city's central heating plant, and in 1924 he erected a new concrete building completely equipped to house two seventy-five horse-power boilers. Later another three hundred horse-power boiler was added, and in 1928 the whole enterprise was sold to the Washington Veneer Company.

In 1925-26 Mr. Lemon built the Avalon Theater at the corner of Fourth and Franklin streets, and on Legion Way at Capitol Way, he built another one story building of brick,

part of which is now leased to the J. C. Penny Company. He also built on Fourth Street a two story and basement brick and cement building, entirely occupied by the Montgomery Ward Company. In 1910, to care for the business of his many properties he organized the Casco Company of which he is the executive head.

It has been Mr. Lemon's lot to assist in building much of the present city of Olympia. The properties purchased by him have always been for legitimate building purposes and never for speculation, and indeed Mr. Lemon has gone ahead with his work largely because of the necessity to supply business blocks for the growing demands of the city's commerce. He is proud, of course, to have done what he could to further Olympia's progress, but he asks no particular credit for his achievements, and modestly explains how impossible they would have been without the use of private loans and, later, of the building and loan associations. The fine friendships and associations he has made through the years count for more in his estimation than all his successes. But other leaders in Olympia life bear testimony to what he would modestly prefer to leave unsaid, and it is widely recognized that no other single man has contributed more to the growth and progress of this great city. His has been a career of honor, achievement and success.

In 1888, just after his return from South America, Millard Lemon married at Long Beach, California, Marabelle Cook, daughter of Alonzo Gerry Cook. They became the parents of three children: 1. Edith B., born on March 12, 1890; graduate Columbia University; entered Seattle Hospital for training in endeavor to give service in World War, contracted "flu" and died, January 6, 1919; 2. Mildred, born on March 2, 1893; graduate of Olympia High School, Claremont College, California;

Wellesley College, Massachusetts, receiving Bachelors degree at University of California where she taught two years. She has been physical educational teacher, University of Washington; taught public schools, San Francisco, and at New York University. Miss Lemon later decided to take charge and manage the Capitol Apartments and has just finished the second very successful year; 3. Millard Gerry, born on November 15, 1895. While a freshman at University of Washington he volunteered for war service and was serving in France when the Armistice was signed. Returning, he entered bank and business with his father and is now carrying on. He married on September 12, 1923, Marion Lucile Troy.



Elmer Lenfest (1864-1938)

From: "History of Snohomish County"^{li}

Elmer Lenfest, known throughout northwestern Washington as a civil engineer of marked ability, has continuously followed his profession for thirty-seven years, rendering valuable service to both the town and county of Snohomish, and his success is doubly creditable because it has been achieved through the exercise of self-denial and the qualities of diligence and perseverance. A son of Eugene and Mary U. (Blackman) Lenfest; he was born September 10, 1864, and is a native of Bradley, Maine. His parents came to the Pacific coast in 1889 and settled in Snohomish, Washington. The father followed the occupation of farming

for many years and is now enjoying a well earned rest.

Elmer Lenfest attended the public schools of his native state and afterward entered the State College of Maine, from which he was graduated in 1886 with the degree of Civil Engineer. He engaged in teaching until the spring of 1887 and then journeyed westward to St. Paul, Minnesota. He went from that state to Montana and in 1888 came to Washington, locating in Snohomish. He was employed by Blackman Brothers for a few months and in the spring of 1889 opened an office as a consulting engineer, practicing in partnership with H. P. Niles.

In 1890 Mr. Lenfest was elected county surveyor and filled the position for two years. He was county engineer from 1904 until 1908, and as city engineer of Snohomish had charge of most of the street improvements. The prestige which he won in these offices has brought him a large clientele and his services have been sought by a number of important lumber corporations. He has constructed many miles of railroad, for logging operations and is a recognized expert in his line of work.

In 1891 Mr. Lenfest married Miss Sylvia Ferguson, a daughter of Emory C. and Gertrude (Morgan) Ferguson and of pioneer stock. Her father was born in New York and went to California in the early days. He migrated to Washington, locating in Olympia, and later came to Snohomish County. He entered a homestead and also preempted land, becoming the owner of the present site of Snohomish. He opened the first store in Snohomish and was chiefly responsible for its development, becoming known as the father of the town. He held several county offices and served in the territorial assembly, acting as speaker of the house for many years. He was a remarkable man in many respects and left the impress of his individuality in notable measure upon the history of the commonwealth. Mr. and

Mrs. Lenfest reside on the Ferguson homestead of thirty-two acres and the farm is operated by their son, Norman F. Mr. Lenfest belongs to the Knights of Pythias and has been connected with the organization since 1888. He is also a Mason and his political support is given to the republican party. Experience and study have broadened his knowledge and ripened his ability and his talents have been used to further the progress of the northwest. In the course of a long and useful career Mr. Lenfest has made many friends and the years have served to strengthen his hold upon their affections, for he is a man whom to know is to esteem and admire.



Addison Alexander Lindsley (1848-....)

From: "South-Western Washington."^{lii}

A. A. Lindsley, State Treasurer, was born in Port Waukesha, Wisconsin, in 1848. His father was a Presbyterian minister, and with his family removed to West Chester County, New York, while the subject of this sketch was an infant. Young Lindsley attended school there until he was nineteen years of age, when with his parents he came, out to Portland, Oregon, where he attended school at Forest Grove Pacific University, graduating in 1870 with the degree of bachelor of arts. He then started out in life in civil engineering and surveying for the Northern Pacific railroad, and for the United States government, being thus engaged for four years. In 1874 he went to San



northwest, in its political progress, in its material development and its commercial activity, the name of Addison Alexander Lindsley is written large. He became a resident of in 1868 and although through the intervening years he has resided in other districts, the city now claims him as one of its enterprising men, closely connected with the subsidiary interests of the lumber industry in the northwest. He was born in Waukesha, Wisconsin, December 16, 1848, a son of Aaron Ladner and Julia (West) Lindsley, the former a minister of the Presbyterian church, while Mrs. Lindsley was of old Knickerbocker stock. His first paternal ancestor in America was a Cromwellian, who fled from England at the time of the restoration. One of his paternal ancestors was wounded at the battle of Monmouth in the Revolutionary war.

A. A. Lindsley pursued his education in the private schools of the state of New York and at the Pacific University, from which he was graduated in 1870 on the completion of the classical course whereby he won the Bachelor of Arts degree. Although a native of the middle west, he became a resident of South Salem, New York, in 1851, and after living on the Atlantic coast for seventeen years, came to Portland, Oregon, in 1868. Here he resumed his interrupted simile, and as previously stated was graduated at Forest Grove. For three years thereafter he was engaged in engineering for the Northern Pacific Railroad and in surveying the Puyallup and Tulalip Indian reservations for the United States government. From 1873 until 1879 he was engaged in business in San Francisco, California, and in the latter year entered upon the duties of city and county surveyor at San Francisco, holding that position until 1881, and also serving as a member of the board of election commissioners. In the latter year he made his way northward to Clarke County, Washington, where he engaged in farming and dairying until 1889. He helped to organize and was elected first president of the Washington Dairymen's Association. While agricultural affairs claimed the greater part of his time and attention he also became actively interested in politics and was accorded a position of local leadership in the ranks of the republican party. His service as a member of the territorial legislature in 1885 and 1886 brought him prominently into public notice and in 1889 he was chosen to represent his district in the constitutional convention which framed the organic law of the state. The same year he was elected State Treasurer of Washington and was at the head of the financial department of the state until 1893. Following the selection of his successor he served as deputy in the state treasurer's office until 1897, and the following year



Figure 73. Addison A. Lindsley tombstone at Riverview Cemetery, Portland, Oregon. (Photo from Jerry Olson.)



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Figure 72. Addison A. Lindsley gravestone at Riverview Cemetery, Portland, Oregon. (Photo from Jerry Olson)

came to Portland, where he has since engaged in the real-estate business, managing southern and eastern Oregon property in active connections with real-estate and irrigation enterprises. He also has mining interests in Alaska, and in that connection made trips to Klondike in 1898, 1899 and 1900 as superintendent of the

Yukon Gold Company. In 1906 he became one of the organizers of The Lindsley Wright Company of which he is now the president. This company was formed to handle cedar poles, posts and piling and is conducting an extensive business, its trade constantly increasing.

On the 30th of April, 1901, Mr. Lindsley was married in Olympia, Washington, to Miss Marion Patton, a daughter of John M. Patton, a Civil war veteran and postoffice inspector who invented the system of railway mail distribution now in general use. Mr. Lindsley is the treasurer of the Oregon Society of the Sons of the American Revolution and also belongs to the Presbyterian church. His understanding of the conditions of the times, his realization of the value of opportunity and his carefully formulated plans have enabled him to work his way upward in business lines and at the same time become a potent factor in political circles and in the discussion of significant and vital themes.



Manford Greely Lisher (1851-1914)

From: "An Illustrated History of the State of Washington"ⁱⁱⁱ

MANFORD G. LISHER, a surveyor of Vancouver, was born in McHenry County, Illinois, November 5, 1851, a son of James M. and Elizabeth (Porter) Lisher, time former a native of Rhode Island and the latter of North Carolina. The father was born in 1791, was a farmer by occupation, and descended from one of the early and

influential families of Rhode Island. He died December 31, 1876.

Manford G., the subject of this sketch, removed to Northeastern Iowa with his parents in 1853, where he attended the public schools, and completed his education in 1870. After studying civil engineering in a private school three winters, he began work in his profession in Minnesota. Mr. Lisher was later employed by the Canadian Pacific Railroad, under Chief Engineer of the Western Extension, A.B. Rogers, an eminent engineer and a graduate of Yale College. About three years afterward our subject became assistant to Chief Engineer J.T. Dodge, of the Montana Central Railroad, remaining with that company until 1889; went thence to Portland, Oregon, and the following year came to Vancouver, Washington. In 1890 he was elected City Engineer by the City Council.

Mr. Lisher was married in Portland, Oregon, June 3, 1891, to Miss Josephine Southard, a native of Connecticut, and they have one daughter, Lucile J., born April 21, 1892. In political matters our subject may be classed as an independent Republican. He takes an active interest in educational matters, and all public enterprises that have for their purpose the development and advancement of the city and county meet with his co-operation and support.



Francis F. Loehr (1823-1895)

**From Recollections of Cora Loehr Clark,
daughter of Francis F. Loehr and wife of
Edwin S. Clark, in "As Told by the
Pioneers."**^{liv}

"I was born in 1863. My father crossed the plains in 1852 and settled in the Willamette Valley. He served in the Rogue River war in 1855-56. Mother crossed the plains in 1859, coming straight to Walla Walla. Father brought his cattle up from Oregon and located on the Walla Walla River two and one-half miles from Touchet in 1859. He was attracted by the fine pasture land and the stream. Our nearest store was at Wallula. Father's timber claim was where the penitentiary now stands. My father was a government surveyor and my husband was the city engineer and engineer for the OWR&N railroad.

Walla Walla River was a much larger stream when we played along its banks in the 1860's and 1870's. We had a row boat. Our only playmates were two quarter-breed children. Their father was a white man. I was eight years old before I ever saw a white woman excepting my mother. Father's surveying duties kept him away quite a bit of the time, and mother and us children never had a way of traveling, and there were Indians prowling around.

We had a one-room log house with lean-to and a loft, reached by a ladder, where the boys slept. We cooked in the fireplace. Mother made the most delicious scones, dropping the dough in a frying pan which she placed in front of the fire. We hung our kettles on a crane.

"One of the best meals my mother ever cooked, we had to run away from. It was in the year 1878. Our first new potatoes and peas made part of that dinner which I shall never forget. Father had brought down two wild ducks that morning and mother dressed them, then made a currant pie. Just as everything was on the table, a man dashed up on his horse, shouting, "Three hundred Indians on the warpath!"

"Mother snatched a few trinkets and valuable papers and she and us children

joined the procession of settlers on their way to the fort. Father refused to leave his place, but hid the most treasured possessions in the old dug-out which had been his first home. It was overgrown with grass and vines, so he felt it to be a safe hiding place. We met the soldiers, but no one turned back. There was no battle, and in a day or so we returned home,

"We were near the old camping ground of the Indians. In the fall they came for choke cherries and black and red haws. They dried this fruit and from the farmers they bought or begged pumpkins, and stewed them and dried the pulp.

Frenchtown was not far away, where many of the French Canadians who were with the Hudson's Bay Company, had settled with their Indian wives.

The cattle trail went past our farm and the cowboys always bedded down on some vacant land near us, so they could be near water. They would come to the house and get milk and other provisions. One of the most wonderful sights of my childhood was 10,000 head of cattle being driven to Cheyenne.

Father drove his ox team to Wallula for provisions. He always bought in quantities. He bought calico and domestics by the bolt; coffee, tea and sugar and other necessities in large quantities. One time he drove the ox team to Wallula and "fast freight" had just been unloaded from a boat. It had to be in Walla Walla by sundown. Freighters had horse teams at that time and they refused to take it, as it was a 32 mile drive with a heavy load. Father agreed to do it, and left Wallula at 4 o'clock in the morning. That evening, just as the sunset gun was fired at the fort, he pulled into Walla Walla with the load of freight.

"We had no school when I was a child and never any church services, Sunday school, or anything of the kind."



Walter D. Long (1883-1956)

**From: The Sunday Olympian,
December 30, 1956. The Obituary
of Walter D. Long.**

LONG, Walter D. (d. Dec. 29, 1956)
The Sunday Olympian,
Sunday, December 30, 1956, pg 3
Walter D. Long

Walter D. Long, a retired civil engineer, died in an Olympia hospital early Saturday at the age of seventy-four. He came here from Cle Elum in 1914. He was a native of Ashland, Ohio. He is survived by his wife, Cora; two daughters, Mrs. Dave Greenwood and Mrs. Thomas Ness, both of Olympia; a sister, Mrs. Bertha Quell, Portland, and seven grandchildren. The funeral service will be held in Mills and Mills' chapel this Monday afternoon, starting at three o'clock. Bishop Lyman Nielson of the Church of Jesus Christ of Latter Day Saints, will conduct the service.



John J. Lowell (1823-1856)

**From: The Olympia Pioneer
Democrat, April 4, 1856, Obituary
of John J. Lowell.**

Death of J. J. Lowell.--Mr. John J. Lowell, late in the employ of government as expressman for the U. S. army, stationed in this territory, was drowned in attempting to swim White River, on his way from Ft. Slaughter, via Ft. Hays, to Ft. Steilacoom, on Tuesday the 1st inst. His body was found on a bar, between three and four miles below where he attempted to cross, by Lt. Blankenship, Co. C., and a detail of 20 men. His body will be brought to Olympia for internment.

Mr. Lowell was accompanied by Mr. Hanson Tilton, bearing an express from Maj. Garnett, in the field, to Col. Casey at Ft. Steilacoom, who, seeing the perilous situation of Mr. Lowell, abandoned his seat in his saddle, as his own horse was sinking, and securing the animal by the tail, was, by this means, towed ashore, and arrived safely at Steilacoom.



Henry Bascom Martin (1833-1910)

From: "Weik's History of Putnam County, Indiana"^{lv}, 1910.

The distinction of being the oldest native of Cloverdale township now residing therein belongs to Capt. Henry B. Martin, an honored and revered resident of the attractive little town of Cloverdale. Not only has his private life been one of probity and integrity, but he has also a military record of which he has just reason to be proud, having given to his country several years of effective and appreciated service during the period of its greatest need. He, CAPT. HENRY B. MARTIN is now living

in honorable retirement at Cloverdale, secure in the love and esteem of all who know him, and his friends are legion.

Henry Bascom Martin was born in Cloverdale township, Putnam County, Indiana, July 16, 1833, and is a son of Robert and Lucy (Route) Martin. The paternal grandfather was William Martin, a Methodist preacher who was born and reared in Virginia, his birth having taken place during the war of the Revolution. His father, John Martin, was a soldier in that memorable struggle who served during nearly the whole period of the war, and near its close sent a son, also named John, as a substitute, the latter being present at the surrender of Cornwallis. The subject's mother was a daughter of George and Catherine (Hendricks) Route. This family came from Virginia and located in Kentucky. Robert Martin was a native of

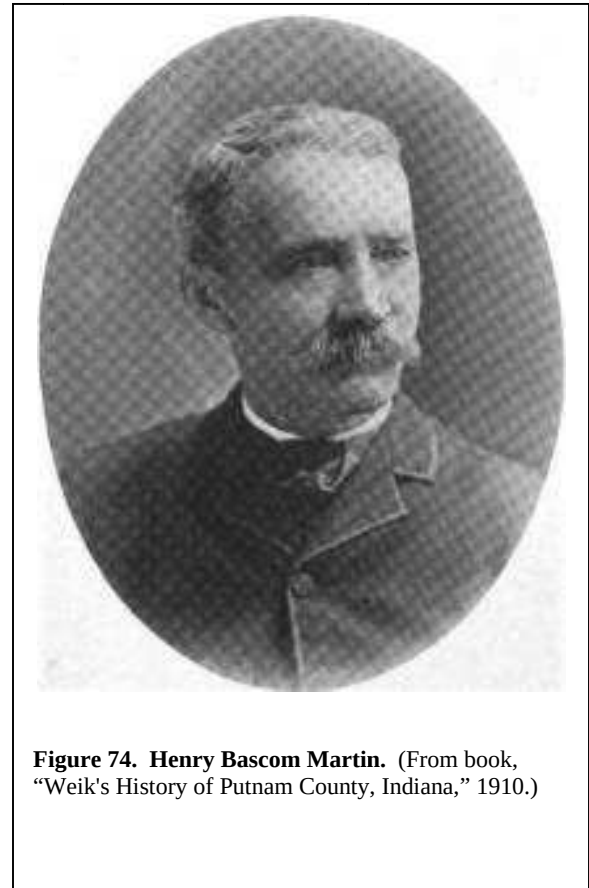


Figure 74. Henry Bascom Martin. (From book, "Weik's History of Putnam County, Indiana," 1910.)

Virginia and in his young boyhood the family removed to Bath County, Kentucky, and subsequently he there met and married Lucy Route. He and his wife came to Cloverdale township, Putnam County, Indiana, about 1825, and entered a tract of government land two miles southwest of Cloverdale. He first entered two forty-acre tracts, the patents for which were signed by President John Quincy Adams, and he afterwards acquired more land, so that his holdings amounted to two hundred and forty acres. He remained in that locality until 1853, when he moved to the state of Iowa, where he remained until about 1877, when his wife dying, he returned to Indiana, locating at Greencastle, where his death occurred in 1879. Robert Martin was twice married, his first wife dying in 1851. In about 1854 he married Mrs. Nancy Nosler, whose death occurred in 1877 in Iowa, as above stated. Mr. Martin was the father of ten children, namely: Sally, who died in infancy, Catherine, John S., George R., Henry B., William S., Blethe, Byram, Marv and Robert.

Henry B. Martin remained on the home farm near Cloverdale until about eighteen years old and in the meantime secured a fair education in the common schools of the locality, the school facilities of that day being somewhat meager as compared with the splendid system of the present day. Later the subject was a student in Cloverdale Seminary, but the major part of his education was received outside the school rooms, as after he had quit the educational institutions mentioned he pursued the study of Latin, Greek and higher mathematics, including surveying. He was employed as an assistant in the survey of the Monon railroad, and after the completion of that work he went to Ohio and used the transit in the preliminary survey of a part of the Cincinnati, Hamilton & Dayton railroad. In the spring of 1854 Mr. Martin went to

Webster county (now Hamilton county), Iowa, and there followed surveying until the winter of 1859-60. Returning to Putnam County, Indiana, his patriotic spirit was soon stirred by the sounds of the oncoming conflict in the Southland, and when the President's call for volunteers was issued he promptly responded, becoming a member of Company A, Second Regiment Kentucky Volunteer Infantry. Prior to this he had organized a company at Cloverdale, but the state's quota had become filled and his company could not be accepted. He then went to Cincinnati with a few of his men and there enlisted. He was mustered into the service as a private, but was afterwards commissioned second lieutenant, the company to which he belonged being assigned to the Kentucky regiment. About July 9, 1861, the command was sent to West Virginia, and four days later they were engaged in the battle of Barboursville, where the subject was severely wounded in the right thigh. He was conveyed by an improvised ambulance and boat to the hospital at Gallipolis, where he nearly died from the wound. The hospital was first located in a seminary, and was then moved to a deserted school room, where the subject lay on one of the long desks. When convalescent he was sent home on sick leave and for some time went about on crutches.

In the latter part of the following October he rejoined his regiment along the Kanawha river above Charleston. The next battle in which the Second Regiment participated was the great struggle at Shiloh. They arrived there on Sunday, as a part of Nelson's division, and were engaged all day Monday until the defeat of the enemy. Later they took part in the siege of Corinth and the many skirmishes incident to that campaign. In the spring of 1862, before the battle of Shiloh, Second Lieutenant Martin became a first lieutenant. After the siege of Corinth, the Second Regiment marched with the

army through Mississippi and Alabama, under the command of General Buell. They then marched to Louisville, Kentucky, and chased the Confederate General Bragg away from there and followed him to Perryville, where there was a bloody fight. The regiment then went to Nashville, where they remained until midwinter. Then followed the terrific engagement at Stone River, where the soldiers endured severe privations, being compelled to sleep in the open air on the battlefield and for forty-eight hours they had nothing to eat but a few crackers. The army then occupied Murfreesborough, and were soon afterwards engaged in the battle of Chickamauga, where Lieutenant Martin was severely wounded, his wrist bone being shattered by a mine ball. Because of this wound he was disabled until the following November, and was stationed at Bridgeport, not participating with his regiment in the protection of the lines of communication. He then started with Sherman on the celebrated march to Atlanta, but before the end of that campaign his period of service expired. After the battle of Stone River, the subject had been promoted to a captaincy and commanded his company at the battle of Chickamauga. After being mustered out at Cincinnati, Captain Martin was appointed a captain in the Veteran Reserve Corps and was located at Giesboro, near the city of Washington. At this time the death of his father-in-law made it necessary for him to return to his home at Cloverdale. The county was then in a turmoil and the family needed his protection, he having left a wife and infant son when he entered the army.

It should be here noted that while residing in Iowa in the winters of 1857-58 and 1858-59 the subject was a member of the state troops, having been mustered in to assist in protecting the northern part of the state against a threatened massacre of the Indians, who had a short time previously committed

terrible depredations among the settlers in that part of the state. The subject was chosen captain of his company and commanded it throughout the campaign.

After his return from the army, Captain Martin was busily employed at farming, the practice of law and surveying, in all of which he gave evidence of his versatile ability. Eventually he moved to Greencastle in order to give his children superior educational advantages. In 1892 Captain Martin and his son Charles established the Greencastle Democrat, one of the strong and influential newspapers of Putnam County. About 1885 he was appointed an examiner of surveys for the United States government, his duties being to examine the land surveys in Oregon, Washington and Idaho. He served in this capacity until the summer of 1889, the latter part of his service being in New Mexico, where he was engaged in examining the boundary lines of Indian reservations. During a part of this time he was alone with the Indians, among whom were the bloodthirsty Apaches. In 1893 he received a request from the commissioner of the general land office of Washington to go to California as special examiner of the Benson fraudulent land surveys, which he accepted, and was thus engaged, and in general government surveys, until 1895 when he resigned on account of ill health. The appointment came to him wholly unsolicited, and was an exceptional honor, as the Benson fraudulent surveys were of National interest. His services gave eminent satisfaction to the government and he could have continued in the office indefinitely, but ill health compelled him to resign. Captain Martin continued the publication of the Demoerat until June, 1897, when it was sold to Hamrick & Ader, after which the Captain went to San Bernardino, California, and, with the assistance of his sons Ernest and Edwin and eldest daughter Winifred, established a Democratic newspaper. This

enterprise was successful, but the Captain disposed of his interests four years later and returned to Cloverdale, where he is now residing.

While residing in Iowa, Captain Martin became the owner of one thousand acres of splendid farming land, but this was afterwards sold, and he and his wife now own considerable land in Putnam County,



Figure 76. Henry B. Martin tombstone in Cloverdale Cemetery, Cloverdale, Indiana. (Photo from Find A Grave website.)

near Cloverdale.

On the 21st of October, 1858, Captain Martin was united in marriage with Sydney Victoria Ellen Hart, a daughter of William

L. Hart, one of the early and well known settlers of Cloverdale township. To this union have been born nine children, namely: Niles H., who resides on a farm near Cloverdale, married Margaret Young; Charles Lee, who was interested with his father in the Greencastle Democrat, died near the close of the year 1895; Lucy died at the age of two years and three months; William died in infancy; Winifred, who has traveled extensively in Europe, Mexico and Hawaii, is successfully engaged in newspaper work at San Bernardino, California; Margarita is the wife of Merton Brimmer, of Rialto, California, and they have one child, Elizabeth Ellen; Ernest, who is engaged in newspaper work in San Bernardino, California, and is also a writer for the Hearst papers, married Dorothy Cooley, the daughter of a prominent citizen there; Edwin is a printer and resides at Merced, California; Henry B., who is the publisher and editor of the Cloverdale Graphic, married Anna Steinbach, and they have one son, Charles Lee.

Politically Captain Martin is a Democrat and has always taken an active interest in the success of his party. In 1871 he was elected to the lower house of the Legislature and rendered effective service in that body. Fraternally he has been a member of the Masonic order for forty-six years and has served a number of terms as worshipful master of his lodge. He has taken a number of degrees above those of the blue lodge, including those of Knight Templar, being a member of Greencastle Commandery, No. 11. Few men in his section of the county are as widely and favorably known and none stand higher than does he in the confidence and esteem of the public, and in view of his active and eminently creditable career and the influence he has always exercised on the right side of every moral question, it is proper to class him with the representative

men of his day and generation in the community honored by his citizenship.



William Bolivar Marye (1857-....)

By Jerry C. Olson

Simon Bolivar Marye, William's father, *was born in Virginia, obtained a Bachelor's degree at William and Mary and a Bachelor of Law before going to the Yucatan to serve as an officer in the revolution. He was in California in 1849, became elected as the first state's attorney, and then moved to Oregon in about 1850. In 1852 he married Sarah Chapman, the eldest daughter of Col. William W. Chapman, Surveyor General of Oregon, and shortly thereafter in November was elected Mayor of Portland for a few months. They had two children, Mary Minerva in Tennessee in 1855 and William Bolivar in Mississippi in 1857. Soon after William's birth, his mother Sarah died of TB in 1858, while in St. Louis. His father remarried a year later, and the combined families were living in Warren County, Mississippi in 1860. Simon died in 1868 in Montana, and in 1870 William and his sister were living with their grandparents, the Chapmans, in Portland.*

Most of the Chapman boys were schooled at the Portland Academy and went on to professional careers. William probably received the same education. Little is known about William until he married Mary Ella de Clark in Portland in 1880. Their children were Clara in 1882 and Florence in 1886. Unfortunately, William's wife, Mary,

died of TB in 1887, and there is no record of William marrying again.

In 1880 William was noted as surveying Oak Street as Assistant City Surveyor, and in July 1882 was appointed City Surveyor of East Portland. By 1885 William became the Multnomah County Surveyor, and by 1886 was no longer in that position. While County Surveyor, as a special project, he remonumented the Initial Point of the Willamette Meridian, complete with a ceremony. Special Agent Major John B. Brockenbrough of the General Land Office used William to help assess the timber resources of the Pacific Northwest during 1889. However, in December of 1889, he stood trial on a criminal offense in Portland. The 1891 Portland city directory listed him as a surveyor in downtown Portland.

His grandfather was Surveyor General at one time, his uncle Winfield S. Chapman received a GLO contract in the 1870's (on which William was listed as a chainman), and by 1891 it was William's turn. He was awarded a contract in Oregon and then Contract 397 on June 27, 1892 to survey four townships just West and North of Mt. St. Helens. These were T8,11N R2E, T9N R3E in the Coweeman and Toutle River Valleys and the surveyable portions of T15N R4E around Alder Dam on the Nisqually River. There were estimated 42 miles of township lines and 213 miles of subdivisional lines, totaling \$5235 for the contract. They assumed that the rates for the lines would be paid at the maximum rate of \$23 and \$20 per mile. His uncle, Arthur I. Chapman of Vancouver cosigned the contract as surety, and a bond was furnished for \$10,500 by bondmen Semour Cook and Antone Young to guarantee the completion of the work to the necessary standards. It was September 23, 1892 by the time all of the paperwork was completed and Marye was authorized to proceed.

On March 18, 1893 he requested and was granted an extension of the completion date from May 31, 1893 to December 1, 1893. On October 30, 1893, he requested and received an extension of the completion date from December 1, 1893 to June 1, 1894. In September Marye requested to be replaced by a compassman, and Henry S. Chandler was approved in November. At that time, Marye changed his mind and decided to finish the work himself.

The work was completed in March of 1894, and Special Agent Henry Newby for the GLO completed an examination of the work by December 18, 1894 when the Surveyor General issued Letter "E" directing corrections to be made and suspending the survey. Marye was unfortunate to be at the beginning of a new law that required examinations to be done by Special Examiners employed by the GLO, instead of other Deputies. Errors were found in T11N R2E and T15N R4E. The true lines were not run and blazed, and the corners were from 1-3 chains off the blazed lines. There were corners on the South line of T11N R2E that did not show up in the notes. Discrepancies were found on many of the lines. The North tier of sections in T15N R4E was not accepted because the North line of the township had errors that were not disclosed. The Surveyor General said that an entirely new survey may have to be done.

By April 1895, it was clear Marye was not going to do the corrections. Chapman petitioned the GLO to allow him to hire a Compassman to complete the corrections. He also obtained a Power of Attorney from Marye regarding the disposition and payment of the proceeds from the contract. The bondmen had an indemnification from Chapman. The Surveyor General approved Albert C. O'Neel of Vancouver as authorized to complete the work, but told him that he was working for the sureties, not

the GLO, and that is where he would have to look for payment. His Special Instructions were given on April 17, 1895, with a list of specific and general corrections. Apparently T8N R2E and T9N R3E were neither inspected nor needing corrections.

Supplemental Special Instructions were given to Albert O'Neel on March 6, 1896, which disclosed that an examination only of the notes revealed that he did not follow the Manual of Instructions of 1890 in making his corrections. The south tier of sections were each about 1 chain too large along the south line of the township. He was required to move all of those corners and redo the subdivision of the township accordingly. Also the north tier of sections in T15N R4E were not corrected from Marye's work and still needed to be resurveyed. He was in the field surveying from July 24 until August 29, 1896 on these two townships. He resurveyed all of T11N R2E and Sections 1 to 6 of T15N R4E. After another inspection by Special Agent F. H. Brigham, the whole contract was approved January 11, 1899 and the money disbursed.

**From a letter to Surveyor General
McMicken from Arthur Chapman dated
January 28, 1899:**

"Mr. William B. Marye, a nephew of mine, came to me at Vancouver, Wash., perfectly destitute. I fed and lodged him for six months, furnished him clothes. I asked him what he could do, he said he was a surveyor. I there proposed that we would go into the survey business. I furnished all the money, supplies, paid all the help, and about the time was to take the field I learned that Marye was out on bail, and his bondsman came after him. Four hundred dollars I paid to get him released this amount he agreed to pay out of the proceeds of the surveys. We went to work in the field, Marye borrowing money from me whenever he could, and in figuring up I found or rather he did, that there was nothing coming to him

when the survey was completed, and throwed up the work. I having too much at stake to leave the work, made application (with the consent of the bondsmen, who were already indemnified for any losses) to the Commissioner of the General Land Office at Washington D. C. to employ Compassmen and complete the work, which I did.

I hired Mr. O'Neel to run a compass to do a part of this work and paid him in full and in fact he is today owing me quite a sum. There is no money coming or due to O'Neel on account of Survey Contract 397 in the State of Washington, or from me from any course.

The agreement spoken by the Commissioner is a make up of his own, there is nothing due to Mr. O'Neel, in fact he is owing me money today.

If possible I would like you to telegraph to the Commissioner."

**From a letter to Surveyor General
McMicken from Arthur Chapman dated
March 25, 1899:**

"In regard to Survey Contract 397 in the State of Washington, awarded to W. B. Marye in 1892.

Mr. Marye after getting all the money he could from me, on the strength of the survey skipped out and left me several thousand dollars out of pocket, the survey not being excepted. Marye was called to complete the work. Marye wrote them back that there was nothing in it for him, and wanted nothing more to do with it. That left me several thousand dollars out, and to save myself, and being a silent partner, I made application to be allowed to complete the work and receive the money, which was excepted by the Surveyor General and The Commissioner of G.L.O..

I made application to Commissioner, Bondsmen, and Surveyor General at Olympia, which was allowed. I completed the work at great expense and yet I am vexed to some extent with the

Commissioner, and instead of sending me the warrant, he sends the warrant to Marye in my care, which makes me obliged to hunt him up which is a hard thing to do.

General, I am under the impression that you are accounted with the whole affair and I would be pleased to have you write to me upon the subject, in that I was to receive the money which I have not received yet.

General, allow me to thank you for favors rendered."

The next mention of Marye was in the 1900 census in Kings County, Lemoore Township, California where he was listed as a Civil Engineer. His two daughters later moved to, and subsequently died in, the Los Angeles area. Marye was given California PLS No. 340 in 1900 in San Francisco. No more references were found of William.

There is one coincidence to mention, however. William B. Marye and William Mayer both were awarded contracts one year apart and just a few miles apart. At this time it is known that they were in fact two separate people, but there was some confusion for quite awhile.



Hamilton Jordon Goss Maxon (1813- 1884)

By Jerry Olson

Born in 1813 in Kentucky, Hamilton Maxon lived in West Virginia, Ohio, and Missouri before he immigrated to Oregon

Territory in 1845 via the Oregon Trail. With him were his wife, Arabella C. Taylor Maxon (1821-1897), his sons Jordon C., Edwin R., and James W., his brother Silas D. Maxon and his wife Mary, and the four children of Silas. He first filed for a Land Claim near Salem. In 1846 he joined the Oregon Rifles after the Whitman Massacre and commanded a company in the 1848 Cayuse war.

After the war, Hamilton participated in the California gold rush in 1849, and the following year returned to Oregon, and ultimately to Washington. Arriving early, particularly for the settlement of the State of Washington, he filed a Donation Land Claim in 1849, as soon as the law allowed, for a site on the Columbia River at the present location of the town of Camas. Hamilton was elected to the Oregon Territorial Legislature but was defeated for his 1851 reelection bid. However, he was elected Clarke County Commissioner in 1853 as a Democrat, his political party of preference. There is also a record of HJG operating a sawmill on Lacamas Creek in 1852. He was listed as the second Postmaster for Washougal (a political position) in 1853. He was in the Washington State Territorial Council (Senate) from 1857-1859, representing Clarke, Skamania and Walla Walla Counties.

With the number of immigrants arriving in Washington and Oregon at the time, the native Indian population was feeling overrun. They resisted in the late 1850's all across the Territory, resulting in the deaths of many settlers. With the rank of Major, HJG formed a volunteer militia in 1856, the Second Regiment of Washington Mounted Volunteers, with a mind to quell the uprising. Quoting from *An Illustrated History of Baker, Grant, Malheur and Harney Counties*, "From Vancouver the Company went to the Sound and from

thence across Natchez Pass in the Cascades to the Yakima Country, then to Walla Walla, and finally on to the Grand Ronde country, where they had a severe conflict with the savages, three men being killed and a number wounded, while many horses were shot. The company of soldiers numbered eighty, while the Indians were two hundred strong. After this they returned to Vancouver." Jared S. Hurd was a Lt. Col. in this action, while James Tilton was Brigadier General.

A quote from Puget's Sound reads: "a flamboyant horseman with a mustache big as a snowplow and a voice that would stampede buffalo." Maxon earned a reputation as an Indian hater during the pursuit of the Cayuse after the Whitman Massacre. "A jovial man with more belly than brains," said a colleague, but his men loved him. Maxon, described by Ezra Meeker, a U S Deputy Surveyor, as "a jolly wit, with a stomach entirely out of proportion to his brain, but of such address as to gain the full confidence of his men," also gained the full confidence of his commander-in-chief, Isaac Stevens, becoming one of his most trusted advisors. The military records list Maxon as 5' 11" tall, gray eyes with light hair and complexion.

Another quote about this campaign was from HistoryLink.org: "In April 1856, during the Indian Wars, Captain Hamilton J G Maxon and his citizen militia came upon a Nisqually encampment near where the Ohop Creek and the Mashel River join with the Nisqually River. (This is near the Thurston County-Pierce County border at the southernmost end of Puget Sound.) Several families, mostly women and children were encamped here. Captain Maxon and his volunteers killed everyone in this camp and then found a larger encampment near the confluence of the two rivers, again with mostly women and children present. The

troops kill 17 of these Nisqually noncombatants and wound many more. This event became known as Maxon's massacre."

In the aftermath of these battles, Maxon detained the Muck Creek settlers at the direction of Governor Stevens. These were Hudson's Bay employees that the governor deemed sympathetic to the Indians. HJG, Governor Stevens and Surveyor General James Tilton tried to prosecute the Hudson Bay employees, declared martial law, imprisoned the judge, and assigned thirty members of the Mounted Rifles to prevent the Supreme Court from convening to stop the process. HJG and Jared Hurd were members of the Stevens appointed military tribunal to try the settlers.

In 1860 and 1861 Maxon secured two contracts with the Washington Surveyor General, James Tilton, a Democrat and General of the previous Indian war, to survey a Guide Meridian, Standard Parallels, and several townships in eastern Washington, which had just been opened up by the Commissioner for surveying. It was significantly easier to make a profit to survey contracts in the eastern half of the state. The western side was notorious for heavy brush and fallen trees. The first Contract, number 50, was shared with Jared Hurd, being the Columbia Guide Meridian, the First Standard Parallel, the Second Standard Parallel, and the Third Standard Parallel, and included 496 miles of line, all at the maximum rate of \$20 per mile. Hurd was a fellow officer in the Indian War with Maxon. David P. Thompson, U. S. Deputy Surveyor, joined the party as compassman for part of the work, having just finished an Oregon contract, including the southern portion of the Columbia Guide Meridian. John A. Tennant and Edward Giddings, Jr., both future Deputy Surveyors, were two of the chainmen. Maxon and Tennant had just

served together in the Territorial Council (Senate) the previous year,

This was a modest contract, for most were limited to 300 miles of line per deputy. The work was divided into five portions, and the personnel were divided into two parties:

Party 1

Maxon, Deputy Surveyor
David P. Thompson, compassman
John Hughes, chainman
Lester Potter, chainman
Benjamin Athey, chainman
James Maxwell, chainman
C. B. Straight, axe and moundsman

Party 2

Hurd, Deputy Surveyor
Hurd & Maxon, compassmen
John Tennant, chainman
John Dunlop, chainman
F. P. Carter, chainman
Francis Geb, chainman
Benjamin Franklin, axe and moundsman
John Sloan, axe and moundsman
Edward Giddings, alt. Chainman

The dates listed in the notes do not make sense, since there are times when the crew members overlapped work. It appears that Thompson with Party 1 began by running North on the Columbia Guide Meridian from two miles South of the Columbia River, across the river near Umatilla, Oreg., over Horse Heaven Hills, across both the Columbia and Snake Rivers East of Pasco, then through the sagebrush lands of Eastern Washington, ending at the Columbia River at the future site of Grand Coulee Dam, the total distance being 138 miles, claiming a production rate of 5.5 miles per day.

Party 2 with Hurd as compassman headed East from the Guide Meridian on the Second Standard Parallel North from R31E through R39E, beginning East of Pasco and ending in Columbia County, south of

Dayton, a distance of 54 miles, claiming a production of 8 miles per day. They then moved up to the Third Standard Parallel North, and surveyed East from the Guide Meridian from R31E through R40E, starting just South of Connell, crossing the Snake River four times, and ending in Garfield County. This covered 60 miles for a claimed production rate of 7.5 miles per day.

When Party 1 finished the Guide Meridian, they returned to the Second Standard Parallel North and surveyed West from R30E to R14E. This survey took them across both the Snake and Columbia Rivers, through what is now Kennewick and Prosser and into the Yakima Indian Reservation, ending Northeast of Glenwood, almost to Mt. Adams. This was 136 miles for a production of 4.5 miles per day. They probably headed down the Klickitat River valley to the Columbia River and home.

Party 2 returned to Oregon and the intersection of the Guide Meridian and the First Standard Parallel North and headed West from R30E to R13E. They surveyed across the Columbia River and back into Washington at Boardman, running just North of Goldendale and across the Klickitat River where the survey ended, for 108 miles and a production of 5.1 miles per day. When done, the party dropped down to the Columbia and went home.

Maxon had no known surveying experience before or after these two contracts, and it is unknown what role he filled with Thompson in Party 1. Both Maxon and Hurd were sworn-in at The Dalles on April 5th, probably on their way up the Columbia, and long after the official start of the surveying by Thompson on March 23rd. Thompson was a US Deputy Surveyor in his own right and certainly competent. He became a State Senator, Governor of Idaho, Pres. of Oregon Const. Co., Pres. of the Oregon Railway and Navigation Co., Minister to Turkey, and

among other duties, a Regent of OSU. Also, Thompson was a Captain in the Oregon Cavalry in the same Indian War as Maxon and Hurd, but it is unknown whether they met in that capacity. Hurd was a surveyor and probably lead Party 2. The above listing of "Deputy Surveyor" for each crew was determined by who signed the oath. The time in the field showed the parties were working from March 23 until May 25, 1860, an elapsed time of 64 days, or an average of 3.8 miles per day per crew for the total time. The logistics must have been awesome to supply that many men with food, water, and shelter over what was unsettled arid country at that time, and also with so many river crossings needing boats. Much later, Ernest Moore, in "Pack Train and Transit"lvi, describes from a chainman's perspective the difficulties of supplying food and shelter to a fast-moving survey party in his account of the extension of the Columbia Guide Meridian.

During this service Hurd was employed at the Land Office of the GLO as Deputy Registrar. It is obvious that Hurd and Maxon used influence to obtain their contracts, because this was a plum of a contract, reserved for only the most privileged in the patronage system. Tilton was replaced on September 11, 1861 by Republican Anson Henry, before Contract 60 was finished.

Maxon was awarded Contract number 60 on July 1, 1861, being the exteriors only of T4N R13,14E, and both the exteriors and subdivisions of T3N R13,14E; T2N R12-16E; and T5N R22-23E. This was on the North side of the Columbia, across from The Dalles, going Northeast to Goldendale, all in sage brush country.. The T5N portion was just across the Columbia from Boardman, Oreg. and listed David Thompson as compassman. The exteriors by The Dalles were done by Maxon, according to the notes, while both he and

Thompson shared in the subdivisions, with Thompson doing two townships and Maxon doing the rest. There did not appear to be two distinct parties as in the first contract, because the assistants were mostly the same with some changes. Maxon's two oldest teenage sons were in the party and worked with Maxon and not Thompson. The work was completed by the end of September and approved by the end of the year.

Before or after the GLO contracts there was no known surveying activity by Maxon. He received the patent to his DLC at Camas in 1865. By 1870 HJG and his family had moved to Ada Co., Idaho, near Boise, and were working there as farmers. He died in 1884 and is buried in Dry Creek Cemetery near Eagle, Ada County, Idaho.



William Mayer (1851-1920+)

By Jerry Olson

Among a large group of surveyors that received only one GLO contract, Mayer's experience was particularly unsatisfactory. William emigrated to the U. S. from Germany in 1879, followed by his future wife, Lizzie, in 1880. He was born in 1851, his wife in 1858, and they were married in 1881, no children being produced by the couple. By 1890 he was in Cowlitz County employed as County Surveyor and surveying private plats. The 1900 census noted him in Kalama as a Civil Engineer, and other records show him as deputy County Engineer. Also, he is noted within the

naturalization paper application archives of Cowlitz County on January 17, 1900.

He was awarded GLO contract number 429, signed on June 20, 1893, for Township T7N R3E. The contract and budget authorization indicated this was "within the limits of railroad grants." This township surrounds Lake Merrill just Southwest of Mt St Helens. There were 10 miles of township lines and 60 miles of subdivision lines in the contract for an estimated cost of \$1500. The sureties were Joseph Smith and Singleton Beall of Kalama, owning at least 160 acres of land and 2 miles of wood flume between them. The bond was for \$3000.

In 1892 Congress passed appropriations for \$64,000 to survey probable railroad grant lands. Almost all of these contracts were inspected and needed corrections in order to be approved, and contract 429 fell into that group. Since the contract itself was not approved until the middle of October, Mayer asked for an extension from May 31, 1894 to June 30, 1894 for completion. He also stated that Manford Lisher had not yet surveyed the South boundary. He finished the survey and turned in the notes on August 1st.

Nothing more is in the record until February of 1896 when the examination survey was finished and Supplemental Special Instructions were issued to correct the survey. Detailed Examiner Hinsdale noted that neither Manford Lisher nor Mayer reported the correct bearing on the South boundary. Lisher had been ordered to correct his survey, and when completed, Mayer was to resurvey his entire township to make the latitudinal section lines parallel to the new South boundary. Apparently Lisher failed to satisfy the Surveyor General, for in June of 1901, Mayer was authorized to resurvey the South boundary for a fee of \$138 and destroy to marks of the old corners.

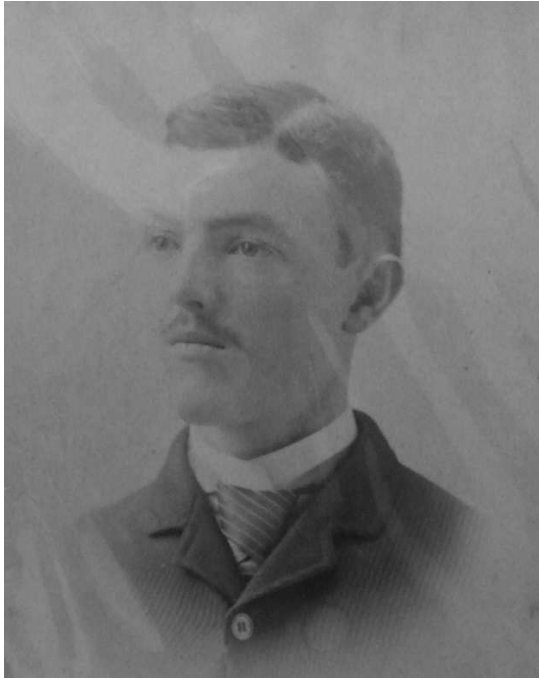


Figure 77, Fred Milton Lane.

None of this happened, and there are notes that Mayer had left for Alaska, and the Surveyor General notified the sureties in May of 1902 that they were responsible to finish the work by finding a compassman, or the U. S. District Attorney would go after their bond. The sureties were to pay the compassman, but the check from the GLO would still go to Mayer. They hired Fred M. Lane of Woodland, the Cowlitz County Surveyor, to complete the work, receiving acceptance of his appointment April 20, 1903. He did the survey from July to September in 1903, and after receiving an examination by Special Agent M. P. McCoy, was approved in November 1904 by the Commissioner. In the meantime, L. D. W. Shelton had surveyed the South boundary in June 1902. The check was made out to the sureties and sent in care of Fred Lane in 1906, minus the charge for retracing the East boundary of the township, which was disallowed.

Mayer was in Kalama in 1900 and had been unemployed for six months. He was

noted living with his wife in Portland, Oregon, working as a civil engineer in both 1910 and 1920.

This William Mayer is a different person from the William B. Marye that surveyed Contract number 397 in the Mt. St. Helens area in the same time period.



Henry Maxwell McCartney (1848- 1915)

From: “David D. Clarke, Narratives of a Surveyor and Engineer in the Pacific Northwest, 1864-1920.”^{lvii}

H. M. McCartney and E. E. Cooper were the two other Asst. Engineers employed on the Puyallup Branch at the time I was on the work. Both men were former N. P. employees during the early const. period. McCartney in 1879-1881 was in charge of the Construction of the Pasco-Spokane line, and the Pend d’ Oreille Div. Afterwards making his home in Spokane where he died many years ago. I do not now recall his later Engineering engagements. He was a bright engineer, a jovial man, always full of his jokes, the life of any company.

**From: “Record of the Men of Lafayette”^{lviii}:
Brief Sketch of the Alumni of Lafayette College, From It’s Organization to the Present Time, by Prof. Selden J. Coffin, Ph. D., Secretary to the Alumni Association. Skinner and Finch, Printers, 1879.**

HENRY MAXWELL MCCARTNEY, Portland, Oregon.—Only son of Prof. W. McCartney; born in Easton, April 12, 1848; at the end of Junior year he left college to engage in civil engineering, first on a railroad in West Virginia, and subsequently on the Midland, in New York; he then made bridge construction a specialty, on the Lehigh and Susquehanna, and the Union Pacific; was on the Kalama Division of the Northern Pacific, '69-'75; and since '76, engaged with the Oregon Steam Navigation Co.

**From: Guide to the Henry Maxwell
McCartney Collection, 1869-1911^{lix}.
California State Library.**

Born April 12, 1848 in Easton Pennsylvania, Henry Maxwell McCartney came West in 1868 as a survey engineer employed by the Union Pacific Railroad on the line through Weber Station, Utah. Developing his career in railroad engineering, McCartney figured prominently in the construction of the Northern Pacific Railroad in Oregon and Washington; the Union Pacific Railroad in Washington, Utah and California; the San Pedro, Los Angeles and Salt Lake Railroad from Salt Lake through to the California coast; and the Western Pacific Railroad throughout California. Other railroad lines McCartney helped construct were the Arizona and Utah Railroad in Kingman, Arizona; the Oregon Steam and Navigation Company in Portland, Oregon; the Ocean Shore Railroad in San Francisco, California; and a South American line in Peru. During his career, McCartney also had vested interests in McCartney and Company, a merchandising firm in Portland,

Oregon; H. G. Hayward Company, a merchandising firm in Spokane Falls, Washington; West Grand View, a land development company in Salt Lake City, Utah; and land developments in Las Vegas, Nevada and Spokane Falls, Washington. He concurrently developed investments in gold, copper, iron, coal, oil and water. At the time of his death on October 16, 1915, McCartney was employed by the Southern Pacific Railroad land department in Los Angeles, Califo



**Eugene Pearson
McCornack (1851-
1916)**

From: "Republican League Register of Oregon,"¹

MCCORNACK, E. P. [Editor inserted: Eugene P. McCornack], of Salem, was born in Kane County, Illinois. He is one of the leading Republicans of the state, and has been in every county convention for the past twenty years, except 1894, and several state conventions. In 1892 he was secretary of the state central committee. From 1878 to 1887 Mr. McCornack was secretary of the board of land commissioners. He has taken great interest in club work, has attended league meetings and been secretary of the Salem Club.



Marion P. McCoy (1859-1944)

By Jerry Olson

Marion P. McCoy got caught embezzling from the U. S. Government in Seattle by paying checks to fake vendors, and cashing them himself. As Special Disbursing Agent, he also paid himself for work he did not do as Special Examiner of Surveys. The U. S. sued National Bank of Commerce of Seattle for the money they paid on the checks. The bank won in District Court, and the U. S. appealed to the Ninth Circuit Court of

Appeals. The first case is part of the results of that case.

Apparently the U. S. won, because the second case made it to the Washington Supreme Court, where the two banks involved argued between themselves the question of who should pay the U. S. Treasury, the bank that had the U. S. account, or the bank that honored the checks..

Regardless, Marion P. McCoy was sentenced for embezzlement on September 28, 1909 to three years at McNeil Island Federal Penitentiary. He was paroled March 15, 1911. It is interesting that he continued in employment as a surveyor and engineer, both for the Washington State Highway Department and as Okanogan County Engineer for a long term, and he became Professional Land Surveyor NO. 1365 in Washington.

From: The Federal Reporter, 1913. This is a portion of the decision of the Circuit Court of Appeals, Ninth Circuit. May 19, 1913. No. 2, 190. United States v. National Bank of Commerce of Seattle, Wash.

In Error to District Court of the United States for the Northern Division of the Western District of Washington; C. H. Hanford, judge. Action by the United States against the National Bank of Commerce of Seattle, Wash. Judgment for defendant, and the United States brings error. Reversed and remanded for new trial.

M. P. McCoy was an examiner of public surveys and special disbursing agent of the United States, with headquarters at Seattle. His duties required him to run over one in every ten of the lines established by surveyors of public lands in certain states under government contracts in order to check up their work. To pay for his expenses in so doing moneys to his credit were deposited from time to time with the defendant, a

¹ Oregon Republican League: **"Republican League Register of Oregon,"**¹ The Register Publishing Company, 1896, page 126.

national depository. McCoy was authorized to use the money only for the purpose of paying such expenses. When he made a payment, he was required to give the payee a check for the amount and to take his signature to a voucher therefor. Each week he sent a report to the government, covering his work, and each quarter he submitted an expense account to which were attached the vouchers, and coincident with these reports the defendant bank sent to Washington the canceled checks included in the quarterly account. McCoy, instead of doing the work on the surveys in 1907, 1908, and part of 1909, falsified his reports to the government, and made fraudulent checks purporting to pay for work which was not performed. He forged vouchers for the amounts of the checks in the names of fictitious persons, made the checks payable to the same names, forged the names of the fictitious payees to the endorsements of the checks, and deposited the checks in other banks to the credit of the fictitious payees. He assumed two fictitious names. Under the name of J. G. King he opened accounts with the Columbia Valley Bank of Washington and the Montana National Bank of Montana by correspondence, sending the checks to those banks by mail. With the Seattle National Bank he opened an account under the name of F. M. Clark, and he went personally to the bank for that purpose. None of the banks required that the payee named in the checks be identified. Those banks forwarded the forged checks to the defendant, and the defendant paid them. McCoy obtained the money out of these other banks by forging checks in the fictitious names of the depositors therein.

In September, 1909, a special agent of the government discovered these frauds. At that time the fraudulent checks for the months of July and August, 1909, were still in the possession of the defendant. The special agent obtained those checks from the defendant, notified it that they were all fraudulent, gave it a history of

the transactions, and returned the checks to it. On March 4, 1910, the district attorney of the United States for the Western District of Washington demanded of the defendant the repayment of \$15,129.81, according to an attached list of the checks and their description. The defendant inspected the checks, but refused to pay the money. To the complaint which was filed to recover judgment for that sum the defendant answered, setting up two affirmative defenses. The substance of the second was that the deposit with the defendant was made in the usual and ordinary manner, and it was not the bank's duty to inquire as to the name of payees of McCoy's checks; that the checks bore his genuine signature; that the bank rendered monthly statements showing the amount of each check, both to the government and to McCoy, and that no complaint of the payment of the checks reached the bank until March 5, 1910; that it was the plaintiffs duty to examine the account and promptly notify the defendant of the forgeries; and that by its failure so to do, within a reasonable time, the plaintiff was barred and estopped from bringing the action. The plaintiff demurred to this affirmative defense, and the demurrer was overruled.

The defendant in an amended answer added to that defense the allegation that by reason of the failure of the government to notify the bank of McCoy's fraud, within a reasonable time, it had lost its right against the various banks through which the checks had been forwarded for payment. At the close of the plaintiffs testimony, the trial court granted a nonsuit on the ground that a return to the bank of the fraudulent checks was a condition precedent to the plaintiffs cause of action.

*For other cases see same topic & § NUMBER in Dec. & Am. Digs. 1907 to date, & Rep'r Indexes

B. W. Coiner, U. S. Atty., of Tacoma, Wash., and C. F. Riddell, Asst. U. S. Atty., of Seattle, Wash. James Kerr and

Evan S. McCord, both of Seattle, Wash.,
for defendant in error.

**From: “The Pacific Reporter, Vol 187,
Permanent Addition.”** March 15, 1920.
This is a portion of the decision of the
Washington Supreme Court in the Case
“National Bank of Commerce of Seattle v.
Seattle National Bank. (No. 15461),
January 7, 1920. They were arguing about
who should pay for the fraudulent checks.

Both of the parties to this action are
national banks engaged in business in the
city of Seattle. During the years 1907,
1908, and 1909, one M. P. McCoy was an
examiner of surveys and special
disbursing agent for the United States
government acting under the directions of
the Interior Department. While McCoy
was thus employed, the United States
caused to be deposited, from time to time,
with the National Bank of Commerce
considerable sums of money to his credit
to be used solely for paying expenses he
was authorized to incur in his services to
the general government as such examiner
of surveys and special disbursing agent.
The deposits were made with the plaintiff
as a government depository in accordance
with the laws of Congress and the
regulations of the Treasury Department
relating to such deposits and the
disbursements thereof. From time to time
during the years mentioned, McCoy drew
fraudulent checks on the depository bank,
aggregating an amount largely in excess
of those to which this action relates,
payable to fictitious payees, forged the
Endorsements of such payees upon the
checks, and procured from various banks
for his own use the amounts of such
checks, including the sum of \$13,509.37
from the defendant. After the Issuance of
such checks from time to time, they were
presented to and paid by the plaintiff
without any authority from the United
States, and charged against the public
funds on deposit to the credit of McCoy.
The frauds and forgeries being discovered

by the United States, suit was brought by
it to recover the total amount of such
deposits thus paid out by the National
Bank of Commerce. That suit was
successful. United States v. National
Bank of Commerce, 205 Fed. 433, 123 C.
C. A. 501; National Bank of Commerce v.
United States, 224 Fed. 679, 140 C. C. A.
219. The National Bank of Commerce,
having satisfied that judgment, instituted
the present action to recover from the
defendant the amount of those fraudulent
checks, 135 In number, that passed
through the defendant bank, together with
interest. The cause was tried by the court
without a jury, and resulted in a judgment
in favor of the plaintiff, as demanded in
the complaint. Defendant has appealed.

All of the 135 checks involved were
fraudulently drawn on respondent. They
passed through appellant's bank from June
30, 1908, to September 4, 1909, a portion
every month, except October, 1908, and
February and March, 1909. Each of the
checks was actually signed by M. P.
McCoy, as maker, to which signature he
attached the description "Exr. Surveys &
S. D. A.," and approximately one half of
them (about evenly distributed through
the whole period of time) did not bear any
notation of the object or purpose for
which they were drawn. Upon forging the
payees' names as endorsers, McCoy then
endorsed the name "F. M. Clark" and
deposited the checks to his credit, as F.
M. Clark, with appellant, that knew him
by that name only. The checks as
received by appellant were promptly
passed on through the clearing house
association and promptly paid by
respondent, and, as already stated,
charged by it against the United States
deposit. Respondent claims it knew
nothing of the infirmity in the checks until
it received notice to that effect from the
United States district attorney on March
10, 1910. Nor did appellant have notice
thereof until it in turn promptly received
from respondent a copy of the notice from
the United States district attorney.



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