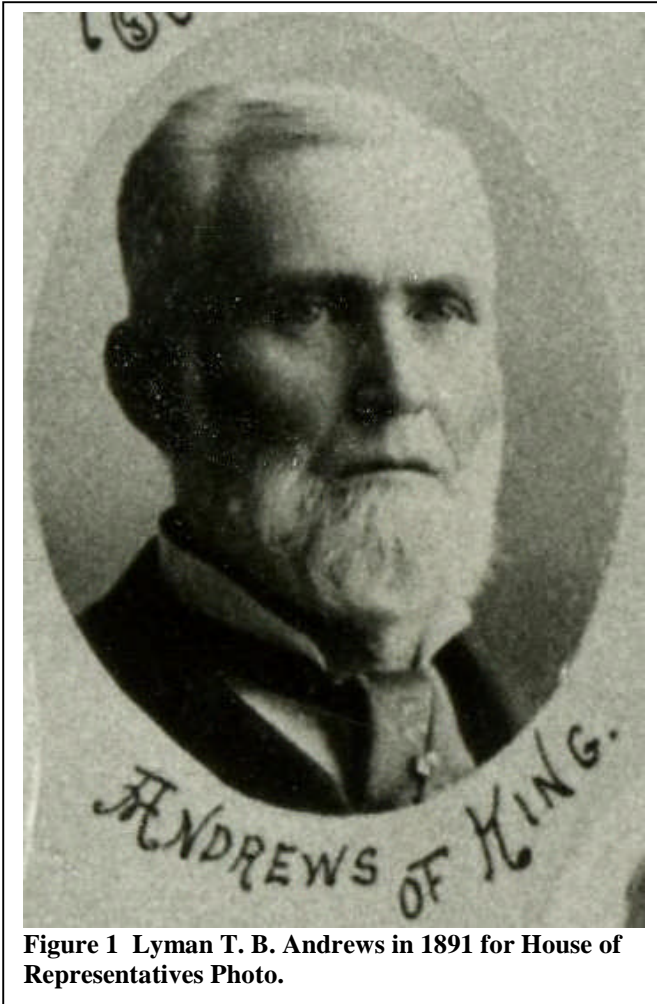


**It takes more than a good resume to get a government contract.**

## **Lyman T. B. Andrews (1829- )**



**Figure 1 Lyman T. B. Andrews in 1891 for House of Representatives Photo.**

From "History of the State of Washington":

*“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.

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<sup>i</sup> An Illustrated History of the State of Washington, by Rev. H. K. Hines, D. D., The Lewis Publishing Co., Chicago, IL, 1893, pages 457-458./