

# Short Biographies and Personal Notes M - R

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



8/9/2021

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

## **MacKay, A. E.**

USDS

Special Instructions 1895  
to  
no more

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

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**Major, Daniel  
George**

1832-1889

Astr

USS

USDS

Special Instructions 1863  
(Oreg.)

to

Contract 72

1863

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

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

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

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

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

His survey of the OR/CA Border, West to the Pacific Ocean, from 1868-69 varied 500-600 feet North and South of the 42nd Parallel. According to Bud Uzes, Daniel only took three sextant readings for latitude on the way to the Pacific Ocean. He surveyed the South boundary of Idaho and Oregon with brother John, from Utah to California in 1871-73, setting a monument that ended up 3700 feet East of the Southeast corner of Idaho, even though he had accurate time. He ended his survey in 1873 at the NE corner of California and closed on both his original monument and also that of Von Schmidt, finishing 260 feet North.

Daniel, John J. and their father, John, were all in San Francisco from 1875-78, with Daniel and John as surveyors, and their father, John, as a paper hanger. Daniel and John J. were living with their aunts in Washington, D. C. in 1880. He surveyed the Ute Reservation in Colorado, and subdivided it into allotments in 1880-81. He was a GLO Surveyor in Utah in 1882.

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

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**Major, John J.**

1842-1889

Astr

Contract 72 (as 1863

Compassman for  
his brother, Daniel  
G. Major)

to

no more

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

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

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**Majors, Byron****Courtney**

1850-1920

Fusion

USDS

Contract 345 1890

(6/23/1890)

to

no more



c. 1884

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

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

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**Mann, James L.**

USDS  
 Contract 298 (part 1883  
 of Benson  
 Syndicate)  
 to  
 Contract 308 (part 1884  
 of Benson  
 Syndicate)

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

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

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

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**Manning,  
William Morley  
"Bill"**

1877-1945

Rep

USDMS

Mineral Surveys 1907

to

Mineral Surveys 1910

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

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

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

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

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**Marble, Hiram  
Franklin**

1864-1934

Fus

USDS

Contract 604

to

Special Instructions

1903

1909

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

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

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

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

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**Martin, Henry****Bascom**

1833-1913

Dem

SES

Special Instructions 1887

to

Special Instructions 1888



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

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

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

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



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**Martin, Holton***1856-1907*

Dr/Clerk

Clerk

1883

to

no more

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

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

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

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**Matson, Oliver****Sr.***1842-1919*

Dr/Clerk

Clerk

1905

to

no more

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

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

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**Marye, William  
Bolivar**

*1857-1931*

USDS

Contract 397 (as partner of Arthur Chapman)

to

no more

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

William and his sister went to live with their grandparents in Portland, where William attended the Portland Academy. William was East Portland City Surveyor in 1882 and Multnomah County Surveyor 1884-85. He was a chainman for his uncle, Winfield S. Chapman on Contracts at Coos Bay and Altoona, Washington in 1875-76. He married Ella De Clerk in 1882, and she died of TB in 1886, leaving him the care of his two young daughters.

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

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

William was living in San Francisco in 1896 as a civil engineer, and in 1900, Marye was awarded California PLS License No. 340 in San Francisco. His cousin, George T. Marye, was living in San Francisco at that time, was member of the Board of Trade, was a Chancellor of the University of California, and later became Ambassador to Russia. The census of 1900 showed William in Kings County, Lemoore, California, and in Mendocino State Hospital in 1930, which is where he died in 1931. William is probably buried in the mass grave at Ukiah Cemetery, He was 5' 10" with blue eyes and brown hair. (old biography) This is the maintained version of this information.

Postscript 2021: Desert Station was a stage relay station on the Ben Holiday Stage line through Idaho. It was built on the edge of Rock Creek Canyon and was the last water for 18 miles to the West. Charles S. Walgemott wrote his recollections of this area in Idaho in 1936, just before he died, in a book titled "Six Decades Back" The station had gone to rubble and was barely discernable as a former building. Renard Mee, son of Judge Mee, stopped to examine the ruins, and found a bottle in the rock wall with a paper in it. It read as follows:

*To all whom it may concern, that I, William Bolivar Marye, the son of Simon Bolivar Marye, French Huguenot, and First Family of the State of Virginia, have undertaken to set forth certain facts pertaining to my life and travels, and to seal them within the bottle on the fifth day of November, A. D. 1903 at 10:35 a. m. I was at this old Fort or stage eating house of the Utah-Idaho-Montana and Oregon stage road.*



*At this time I was on my transcontinental trip "Mission" afoot as a doer of the works of the Evangelist from San Francisco, California to Maine to New York City, N. Y., leaving San Francisco, California, March A. D. 1903, and reaching New York City January 4, A. D. 1910, returning from new York City to Kentucky, then back to New York City, N. Y., then to the northwest corner, leaving that place May 29, A. D. 1911, on the return trip to San Francisco, California "afoot" from New York City, N. Y., Washington, D. C., salt Lake City, then to this rock house July 122, 1912, then to Boise, then to Seattle, Washington, then to Portland, Oregon, then to San Francisco, California.*

*At this time the whole country was of wild nature, covered with sage brush, and its inhabitants were jackrabbits, sage hens, and coyotes. I was a boy 9 years old in A. D. 1869, and was a passenger on the overland stage which rolled into this place for supper.*

*-William Bolivar Marye  
Doer of the works of the Evangelist*

Knowing what to look for, the author found many newspaper articles across the U. S. from 1903-1913 about William and his evangelical work. He did walk 20,000 miles, with no money, and finished in San Francisco. It was not surprising to some of us that he ended up in a State Hospital.

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**Maxon,  
Hamilton  
Jordan Goss**

1813-1884

Dem

USDS

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

to

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

David Thompson  
as Compassman for  
portions)

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

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

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

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

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

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

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

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**Maxwell,  
William Howell**

*1857-1911*

USDS

Contract 404

to

no more

1892

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

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

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

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

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**Mayer, William**

1851-1928

USDS

Contract 429

to

no more

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

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

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



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

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**McAndrew,**

**Alexander**

1832-1903

Union

USDS

Comp

Contract 114 (as 1870

Compassman for  
Peter W. Crawford)

to

Contract 287 (as 1883

compassman for  
Charles E. Sears)



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

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

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

**McCartney,  
Henry Maxwell**

1848-1915

USDS

Contract 174 (with 1873

Reed, Snow &

Lindsley )

(8/16/1873)

to

no more



1868

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

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

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

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

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

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**McCornack,**

**Eugene  
Pearson**

1850-1916

Rep

USDS

Contract 239                      1878

(6/4/1878)

to

no more



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

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

Eugene was a chainman for John Kincaid in 1873 at Mitchell, on a Contract that was surveyed by Henry Perkins as compassman. From the beginning, Eugene was involved in Republican politics, attending most of the county and state conventions and serving as the Secretary of the State Central Committee. He was awarded WA Contract 239 for fractional T3N R8E at Carson, WA in 1878.

Eugene was also a GLO Surveyor in Oregon, surveying six Contracts from 1877-1881, totaling 28 townships, all on the East side. His first four Contracts were for five townships total, East of Maupin and at Arlington. Joint Contract 320 in 1879 with Henry Thatcher North of Baker was surveyed by Thatcher. Contract 398 on his own in 1881 was for 70 miles of Standard Parallels and Meridians and 23 townships of exteriors, all just East of John Day. BLM surveyors report his bearings to witness trees were only to the nearest 5 degrees, but his distances were accurate. From 1878-1887 he served as the executive secretary of the State Land Board of Oregon.

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

In 1899, he married Edna Moody, the daughter of Governor and U. S. Deputy Surveyor, Zenas Moody. She died of typhoid in Salem 6 years later, having no children. Eugene and Edna were living in the Moody home in 1900, where Eugene was listed as a lawyer. He was still living with the Moodys in 1910 after Edna died, and he reported no occupation. He was also the brother-in-law of USDS Charles M. Collier and the brother of Clerk Walter Ross McCornack.

Just before he died in 1916, he had reclaimed 8000 acres of tule next to Upper Klamath Lake. Eugene died in Salem, still living at the Moody residence, and left an estate of about \$800,000. He is the namesake of a building at Collier State Park Logging Museum North of Klamath Falls and with his brother for McCornack Point in the south End of Upper Klamath Lake. See OR GLO Surveyors for the maintained version of this information.

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**McCoy, John****L.**

1853-1904

USDS

Contract 292 (Part 1883  
of the Benson  
Syndicate)to  
no more

1901

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

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

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

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

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

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**McCoy,  
Marion Poe**

1860-1944

SES

USDS

Special Instructions 1903

to

Special Instructions 1906  
(8/4/1906)



1895

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

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

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

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

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**McDonald,  
Adolphus  
Cranston**

1864-1933

Rep

USDS

Contract 406

to

no more

1893

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

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

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

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



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**McFall, George  
William**

1829-1908

Comp

Contract 32 (Oreg. 1853  
Territory) (as

Compassman for  
Butler Ives and  
Joseph Hunt)

to

no more



c. 1900

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

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

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

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



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

**McIntyre,  
Horace Lacy**

*1867-1914*

USDMS

Mineral Surveys 1902

to

Mineral Surveys 1904



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

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

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

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**McIntyre, John  
Donnelly  
"Jack"**

1848-1930

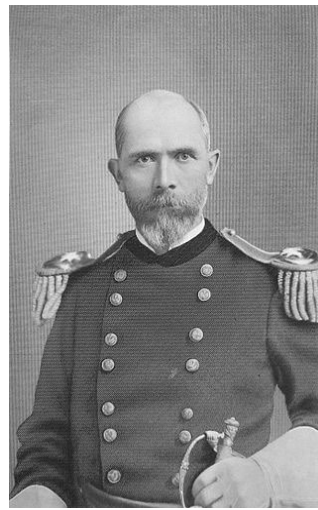
SES

USDS

Special Instructions 1892

to

Contract 411 1893  
(5/19/1893)



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Born in Canada, John Donnelly McIntyre moved with his family to Denver in 1860, where his father was involved in mining, and built the first toll road in Colorado. In 1870 at the age of 19, John was elected Enrolling Clerk of the Colorado Legislature, which secured his appointment to West Point. After leaving West Point after a short tenure, he went back to Denver where he apprenticed in mining and civil engineering. He then went to Deadwood, South Dakota in 1877, where he worked as a U. S. Deputy Mineral Surveyor. John married Marie Hull in Denver in 1878, and they had one daughter.

John bought the Minnesota Mine and by the age of 29, he was chief engineer of the Great Homestead Mines. The year 1882 brought him to Montana, where he was part of a company that organized several irrigation companies, raised money, and built over 400 miles of irrigation canals. Marie must have died after one daughter, because he remarried to Elizabeth "Lizzie" Hull in 1883 in Bozeman. She may have been a sister, because their first child of their six was named Marie.

Along with others, including Walter Granger, he built: the Great Gallatin Canal, which took water out of the Gallatin River and transported it 20 miles to irrigate the Bozeman, MT Valley, completed in 1889; the Big Muddy Storage Reservoirs; the Chestnut Valley Canal, which takes water from the Missouri River above Half Breed Rapids, and carries it northward some 20 miles to open up farming country; the Florence Canal West of Great Falls; and the Sun River Canal, running from Sun River, MT to Vaughn, MT just West of Great Falls.

John was authorized by the Montana Territorial Legislature to make an official survey of the town of Helena, which he did from 1883-1885. His younger brother, Horace, came to Montana by 1889, and likely helped John in his irrigation projects long before becoming a U. S. Deputy Mineral Surveyor in WA in 1902. John then came to Washington at the request of NPRR where he was part of organizing the Sunnyside Canal Company at Yakima before selling out to NPRR. In the 1890's he was living in Seattle, involved in mining, forming companies and raising money. By 1903, it was said he raised more money out West from Eastern investors than anyone else.

John had a Contract as an Examiner of Surveys in Washington in 1891, examining at least 6 Contracts. He gave a favorable report on George Schwartz, except that he said that George used Francis Flood as Compassman for part of the work, which was against the Instructions at that time. He also gave the green light to John Nailor, clearing him of accusations by a settler. He used future U. S. Deputy Surveyor Robert H. Young as a crewman in these examinations, as well as on Contract 405. In 1893 he was awarded three Contracts of his own, while at the same time serving as a chainman for John L Beatty just to the South of one of his Contracts. Beatty drowned on the job crossing the Skykomish River on a cable in 1894, and John may have acted as Compassman to finish the survey.

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

John mastered the concept of buying arid land, building the irrigation canals, cultivating and planting apple trees, and then selling the developed land for \$500 per acre, with nothing down, and \$2 per acre per month. He was Brigadier General of the Washington National Guard in 1896, and was active throughout the Spanish-American War.

Lizzie died in 1912, and John was charged in Tacoma in 1913 with swindling for selling land to which he did not have title. He agreed to furnish title in 30 days to settle the charge. John remained in Seattle, and in late 1930 he died on a train in Salem, Oregon on his way to San Francisco to visit his daughter. His family currently has a presence on the internet as the McIntyre & Bauman Group, representing family mining and real estate interests. His probable autobiography on that site gives some clue as to his personality. Family members referred to him as “Uncle Jack” or “The General”, and other miners called him “Lucky Jack”.

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**McKenzie,**  
**Charles Parker**  
*1864-1892*  
 USDMS  
 Mineral Surveys 1890  
 to  
 no more

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

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

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<p><b>McLean,</b>  <b>George J.</b>  1867-  USDS  Contract 421  to  no more</p>	<p>1893</p>	<p>George was born in Ontario, Canada, the son of a Scottish immigrant, who worked as a merchant and miller. George was still in Ontario in 1871 and 1881, but was a surveyor for Scurry and Owens in Seattle in 1890. The rest of his family arrived in Seattle by 1892, and he was listed as a surveyor in 1892, in that household. He was awarded Contract 421 in 1893, but Albro Gardner told the Surveyor General that McLean would not take the Contract, and it was cancelled and issued to others.</p>
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He was fact was working in Yakima with H. K. Owens for NPRR, engineering and surveying canals and ditches in their irrigation project from 1893-94. He didn't get paid his last \$500 before the NPRR bankruptcy, and in 1897, both he and H. K. Owens were suing to have their debts called preferential debts, but instead they were added to the debts to be paid out of surplus money.

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

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**McMicken,  
Herbert H.**  
1854-1932

Rep  
Dr/Clerk  
Clerk  
to  
Clerk

1879  
1892

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

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

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

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

Rep  
Dr/Clerk  
Clerk                   1874  
  
to  
no more



1880

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

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

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

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

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

**McMicken,  
William C.**

1827-1899

Rep

S G

Washington 1873

Surveyor General

to

Washington 1898

Surveyor General



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

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

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

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

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

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



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

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

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

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

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**McQuinn, John****Anderson**

1855-1928

Dem

Comp

USDS

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

to

Contract 523 (with 1897  
Ralph Hardenbrook)



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

There were errors and distortions of over 1300 feet in his work, as disclosed by subsequent surveys. Benson Surveyor James K. Hull, probably fictitious, listed John as the compassman for all 7 townships under Contract 290 in 1883, Northeast of the Spokane Indian Reservation. It is John's signature on the oaths. Either he did the work, or he signed several pages of blank oaths to be later filled in by the Syndicate. There were gross distortions of over one half mile in the East Boundary of the Reservation that were corrected in a later survey. He began this survey one week after finishing the previous one in Oregon, and continued into December. This association with the Benson Syndicate and the gross distortion in Oregon Contract 460 place a dark cloud on his legacy.

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

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

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

John was a U. S. Deputy Surveyor and U. S. Deputy Mineral Surveyor in Alaska until at least 1907, and remarried in 1907 to Mary. In 1904 he acquired land on Cook Inlet for a colony of Finns, maybe something to do with the reindeer experiment. John received two Contracts in 1910. The first had a huge crew, and Ralph Hardenbrook was listed as an axman. The second was canceled for unknown reasons. He received Special Instructions from the Surveyor General to serve as compassman for John Wherry, who had refused to do a 14 mile survey under Contract 778. John also failed to perform.

John and his new wife sailed to Ketchikan in December 1912 for some reason. Later comments on the quality of McQuinn's work have been negative, claiming that search areas for his corners are very large, although he only used an acknowledged compassman on his second Contract. One of his original field books is at OHS. Mary died in 1926, and John died in Portland in 1928. Both are buried in Riverview Cemetery, a cemetery he surveyed in 1883. This is the maintained version of this information.

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**McReynolds,  
James Ewing  
"Ewing"**

1842-1918

Rep

USDS

Contract 350

to

no more

1890

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

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

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

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**Meeker, Ezra  
Manning**

1830-1928

Rep

USDS

Contract 89 (with 1866  
John V. Meeker)

to

Special Instructions 1868



c. 1880

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

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

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

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

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

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



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

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

**Meeker, John  
Valentine**

1824-1910

Union

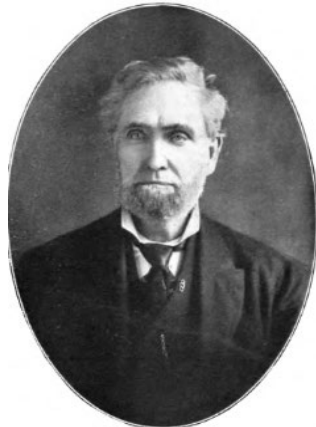
Rep

USDS

Contract 89 (with 1866  
Ezra M. Meeker)

to

Contract 181 1873



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

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

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

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**Meloy, Francis**

**E.**

*1854-1904*

Rep 1890

Dem ?

Comp

Contract ? (as  
compassman for ?)

to

no more



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

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

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**Merriam,  
Charles  
Frederick Otis**

1875-1946

Mineral Surveys 1910

to

no more

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

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

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

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**Mesick,  
Frederick Peter**

1859-1941

Rep

USDMS

Mineral Surveys 1901

to

Mineral Surveys 1909

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



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

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

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**Millar, Allan P.**

1824-1904

Whig

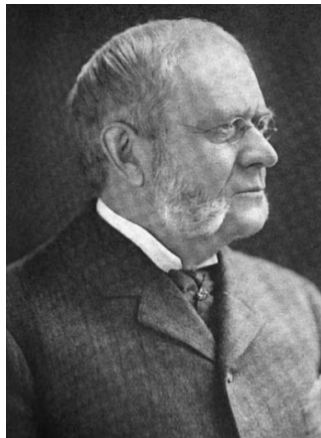
Rep

Dr/Clerk

Clerk 1851

to

no more



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

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

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



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**Mills, George**

Rep  
USDS  
Contract 403  
(9/15/1892)  
to  
Special Instructions  
(11/13/1894)

1892

1894

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

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

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

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

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**Mitchell,  
Joseph Teter**

1851-1923

Rep

USDMS

Mineral Surveys 1897

to

no more



1895

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

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

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

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

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**Moody, Zenas****Ferry**

1832-1917

Whig

Rep

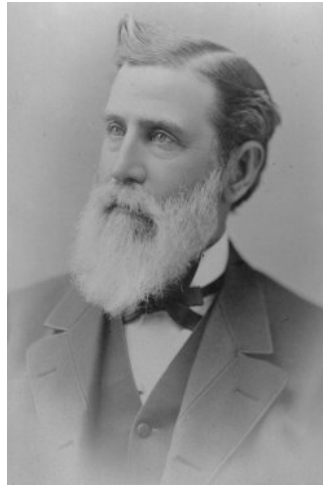
USDS

Contract 144            1872

(7/22/1872)

to

no more



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

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

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

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

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

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

**Moore, Fred**  
**Cushing**  
**"Cushing"**

1875-1937

Rep

USDMS

Mineral Surveys 1902

to

no more



1929

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

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

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

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

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

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<p><b>Morgan, Edgar Marple</b>          1836-1880          USDS          Contract 130              to          Contract 201</p>	<p>1871    1874</p>	<p>Edgar was born in Virginia, the seventh of 14 children, and in 1860 resided in San Miguel, Territory of New Mexico, listed as a "gentleman" for his occupation. In 1864, E. M. Morgan obtained a franchise to operate a bridge across the Snake River at Idaho Falls, but it was destroyed by the river in 1867. He was a real estate agent in Los Angeles in 1868, and was a private engineer/surveyor in Olympia from 1871-1874, with an office at 4th and Main, surveying subdivision plats. By this time he had married his wife, Emma, in CA in about 1869. He received his first Contract in late 1871 for 2 townships on Hood Canal at Brinnon. His second Contract in 1872 was for 2 townships along present Hwy 101 Southeast of Sequim. He used future USDS Ross Shoecraft as a chainman.</p>
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DNR resurveyed some of this in 1966-67, reporting some problems such as stubbing and errors in the witness trees. The area had burned since the original survey, and many corners were not found. A resurvey of a portion of the work by BLM in 1913 disclosed distance errors of up to 8 chains and angular error of 4 1/2 degrees, caused by stubbing and not closing. Edgar surveyed Allen and Burrows Islands, off the coast of Fidalgo Island, in 1872 with Ross Shoecraft as chainman again. In 1873 he made a map of the Stillaguamish country and sold it for \$3 a copy. Contract 163 in 1873 gave him three townships to survey between Snoqualmie Falls and Duvall, using John Nailor as chainman and axeman for most of the work. He was sued for the collection of a promissory note in 1873, probably because he had not yet been paid by the General Land Office.

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

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

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**Morris, Aaron**  
**Ward "Ward"**

1854-1929

SES

Special Instructions 1897

to

Special Instructions 1898

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



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

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

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

1859-1943

USDMS

IAA

Mineral Surveys 1885  
to

Special Instructions 1886  
(5/1/1886)



1930

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

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

**Mosier, Albert  
Graham**

1866-1955

USDMS

Mineral Surveys 1897

to

no more



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

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

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

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

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

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<p><b>Muirhead,</b> <b>Allan</b> <i>1863-1938</i> USDS Contract 586 to Contract 677 (with Alfred Ruth)</p>	<p>1902  1909</p>	<p>Born and raised in Ontario, Canada, Allan was still a student in 1881, worked as a clerk in Victoria in 1884, and immigrated to the U. S. in 1889. He filed his notice of citizenship in 1894, and was approved in 1900 in Olympia. He was a civil engineer in Olympia in 1892, and sold wood to the Washington Senate in 1897. He was a chainman for Ed Brown in 1895, for Alfred Ruth in 4 Contracts from 1895-1900, for Robert Whitham from 1900-02, and for Fred Brown in 1902. He received a Joint Contract with Fred Brown and Alfred Ruth in 1901, but the Contract was for some reason not approved and given to George R. Campbell. Allan was a chainman for Fred Brown in 1902, and received his own Contract by competitive bid late in the year, for two fractional townships, one at Glenwood, and another at Merritt. Alfred Ruth helped him return the notes.</p>
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The same combination of Ruth, Brown and Muirhead received another Joint Contract for 17 townships in the Colville Reservation, along the Columbia River from the Spokane River to Inchelium. Allan surveyed five of them and Fred Brown surveyed the rest. His last Contract was for one fractional township at Concrete obtained by competitive bid. It was examined by W. H. Thorn with only minor corrections to the notes. Alfred S. Ruth was a Washington State Senator from 1901-1908, and does not appear to have participated in the Joint Contracts as a surveyor. Allan was a surveyor in Olympia in 1910 where he was affiliated with the direct system of the GLO as a U. S. Transitman in 1911-18. He was listed as a surveyor in Tuolumne County, California in 1930. He died there in 1938 and never married.

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**Muldrow,  
William Canon**

*1882-1947*  
USDS  
Special Instructions 1905  
(4/10/1905)  
to  
no more



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

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

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**Mumm, Hans***1878-1951*

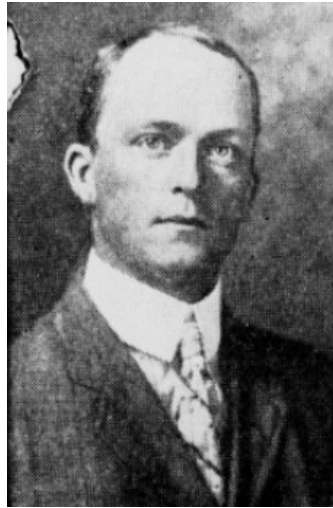
Prog

USDMS

Mineral Surveys 1909

to

no more



1912

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

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

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**Murphy,  
Daniel H.***1833-1913*

Dem

USDS

EX

Dr/Clerk

Contract 10 (with 1855

Matthew O. C.

Murphy)

to

Clerk

1858

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

He served on the State Democrat Central Committee in 1870, was elected Marion County Court Clerk from 1872-78, and then moved to Portland with Susan and children by 1880, where he was a liquor dealer. He was living with his daughter, Marion, in Portland in 1910, with both of their spouses having died. He died in Portland in 1913 at age 80. Genealogy sources indicate his name was Daniel Raphael Murphy, but in Oregon he always went by Daniel H. Murphy. The second oldest son of Matthew is named Daniel Raphael Murphy. The truth is unknown at this time. See OR GLO Surveyors for the maintained version of this information.

**Murphy, John  
Miller**

1839-1916

Dem

Rep

Clerk

Clerk

1861

to

no more



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

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

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**Murphy,  
Matthew  
O'Connell**

1830-1906

Dem

USDS

EX

Contract 10 (with 1855

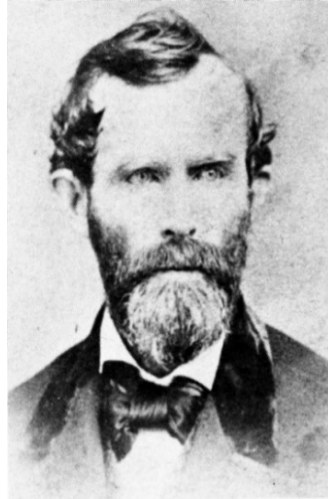
Daniel R. Murphy)

(6/5/1855)

to

Contract 41

1858



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

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

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

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

#REF!

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

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<p><b>Murray, Charles H.</b> <i>1856-1917</i> Rep USDS Contract 375 to no more</p>	<p>1891</p>	<p>Charles was born and raised in Quebec, and came to the U. S. in 1878. In 1880, he was in Big Bend, Wisconsin with his mother, sister and three brothers. He married Mary Jane Walker in 1885 in Wisconsin, and had one daughter. From 1891-95 he was a surveyor in Tacoma. He received an 1891 Contract in Cowlitz and Lewis Counties for two townships North of Stella with his brothers, Thomas A. and Jonathan, as chainman. They were examined by William Elwell with no problems. He was an axeman for Emery Hermans in 1893 in the Olympics, and was a chainman, along with his brother Jonathan, for the Contract of Thomas A. Murray of one township in 1894 East of Eatonville. Charles was a timber agent, timber cruiser, and surveyor for NPRR from 1897-1910 in Spokane. He died in Spokane.</p>
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<p><b>Murray, Thomas Alexander</b> <i>1862-1949</i> USDS Contract 439 to no more</p>	<p>1894</p>	<p>Thomas was born and raised in Quebec, coming to the U. S. in 1882. He was a chainman, along with his brother Jonathan, for the 1891 Contract of Charles H. Murray, his brother, for two townships North of Stella. He was a chainman for Emery Hermans in the Olympics in 1893. Both Jonathan and Charles were chainmen for Thomas' 1894 Contract in T19N R8E, East of Eatonville. He was examined in 1895 with a report that he did not use enough stone corners, and that the survey was suspended, pending correction. Thomas made the corrections, and it was approved in 1896.</p>
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From 1897-1902, he was a timber cruiser and land examiner for NPRR out of Spokane. He was living with his brother, Charles, in Spokane in 1900-03 as a timber agent for the railroad. Thomas married Mabel G. Frideger in Spokane in 1902, a lady 18 years his junior, while they were both living in Elk, WA. His daughter was born while they were living in Idaho in 1906. He was a timber cruiser for CM&SPRR in Tacoma in 1908-09 when his wife died at age 25 of TB. His daughter was living with his brother Charles and his wife, Mary, in Spokane in 1910. Thomas was a timber cruiser in Bingen in 1920, retired in White Salmon in 1940, and died there in about 1950.

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**Naden, George**

**Frederick**

1863-1951

Dr/Clerk

Clerk

1903

to

no more



1916

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

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

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**Nailor, John**

1838-

Dem

USDS

Contract 360 1891

to

Special Instructions 1894



1888

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

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

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**Nästen,  
Christopher**

1858-1923+

USDS

Contract 469 (with 1895  
Arthur Dimock and  
George Pratt)

to

Contract 538 (with 1898  
Martinius Stixrud)

1902

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

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

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

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

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**Navarre,  
Ignatius  
Aloysius**

1846-1918

Rep

USDS

USDMS

Contract 192 (with 1874  
Thomas Reed &  
Joseph Snow)

to  
Mineral Survey 1910



1908

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

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

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

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

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

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

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

**Nelson,  
Clarence  
Lotario**

1877-1940

USS

Special Instructions 1908

to  
no more



1906

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

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

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

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

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**Nesselroad,  
John H.**

1862-1887

Comp

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

to

no more

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

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

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<p><b>Neville, Herman L.</b> <i>1848-1923</i> Rep USDMS Mineral Surveys 1900 to Mineral Survey 1901</p>	<p>OR PE 113. Herman was born in Pennsylvania in 1848, and was still in school in Wayne, PA at age 21. He ended up in Colorado as a civil engineer from at least 1883-1885. He married his wife, Sarah, in 1882, and they had two children while they were in Colorado. He showed up in the Portland City Directory from 1889-1899 as a surveyor and civil engineer, with the exception of 1895 where he was a deputy surveyor for the county or city. He was a chainman for a Mineral Surveys at Republic in 1897 for John Ralston, Arthur Booth and Thomas Hammond; in 1899 for Henry Carr at Republic; at Curlew for William A. Swan in 1899; and for George Cline at Republic in 1900.</p>
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Herman was counted both in Portland, OR, and Curlew, WA in 1900 listed as an engineer. While there, he surveyed 3 Mining Claims at Republic in 1900 and one Mining claim at Wauconda in 1901. He was Multnomah county Surveyor in 1908, but lost in 1910. He spent the rest of his life until he died in 1923 in Portland, again as an civil and mining engineer, and was a widower in 1920.

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<p><b>Newby, Henry Ward</b> <i>1858-1905</i> Dem SES Special Instructions 1893 to Special Instructions 1894</p>	<p>Henry was born and raised in Warrentown, Fauquier County, Virginia, the son of a wealthy merchant. He was a law student in 1880, and the Commandant of Cadets of the St. Johns Academy in Alexandria, Virginia in 1883. From 1886-1887 he was City Surveyor for Alexandria, VA and surveyed subdivision plats in Alexandria and Washington, D. C. He married hometown girl, Sally English, in 1887, and they had a daughter in 1888. In 1891 Henry was the secretary for the Virginia Assn. of Engineers and Architects, and was listed as the Construction Engineer for the Roanoke and Southern RR.</p>
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In July of 1893, he received an appointment as a Special Examiner of Surveys out of the Washington, D. C. office of the General Land Office from the second Grover Cleveland Administration. Headquartered in Spokane, he examined 37 surveys through 1897. He provided accurate examinations, and many of the surveys he examined were suspended or rejected. He was doing examinations in Arizona in 1895, in Oregon in 1896-97, and then was a Deputy Surveyor in Nevada in 1900, living in Elko. In 1902 he defaulted on a Contract for 11 townships, and they were finished by a compassman. His wife and daughter were living with her sister in Maryland.

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

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**Newman,  
William  
Benjamin D.**

*1827-1903*

USDS

Contract 17

1855

to

no more



1885

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

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



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

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

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

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

John patented a Claim South of his father's Claim on Howell Prairie, just East of Salem in 1866. When he married, his father gave him some of his farmland as well. John was Marion County Surveyor from 1868-88 with some minor gaps. During this period, he had a Contract with the Surveyor General of Oregon by Special Instructions for \$20 worth of work. He was not well the last 15 years of his life and moved to South Salem. He suffered a stroke in 1897 which disabled him, and another in 1902, which killed him. His will left 1028 acres of farmland, divided between his son and daughter, with the balance of the estate left to his wife. He was described as "tall, broad-shouldered and of rugged construction, which served him well for the long and tiresome stretches of donation claim surveys." (biography)

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**Nicholson,  
Lawson  
Ambrose**

1866-1947

Rep

USDS

Special Instructions 1909  
(9/7/1909)

to

no more



1889

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

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

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

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

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**Niles, Hutson  
Perry "Perry"**

1865-1922

Rep

USDS

Contract 546 (with 1899

Archibald Frater

and William

Trumbull)

to

Contract 553 (with 1899

William Trumbull

and Archibald

Frater)



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

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

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**Nitschke,  
Frederick**

1842-1892

Dr/Clerk

Clerk

to

no more

1881

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

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**Nixon, Thomas**

**Lee "Lee"**

1849-1891

Rep

Comp

Contract 157 (as 1873  
compassman for  
William R. Ballard)

to

no more



1885

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

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

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

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

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

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**Noël, Jacob**

**Edmond**

1847-1918

Rep

SES

USDS

Special Instructions 1890

to

Special Instructions 1891



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

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

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

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

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

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



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

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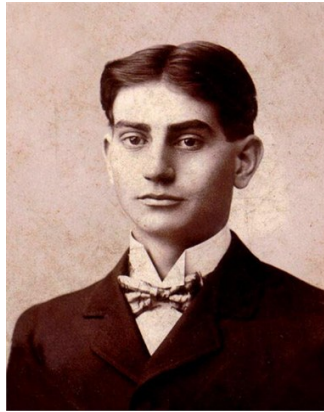
**Nourse,  
Mathew  
Ferdinand**

1878-1966

IAA

Special Instructions 1910

to  
no more



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

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

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



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

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**Noyes, Michael**

**J.**

1838-1925

Union

Rep

Comp

Contract 61 (as  
compassman for  
William H.

to

no more

1860

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

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

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**Oakes, Ivan  
Edward**

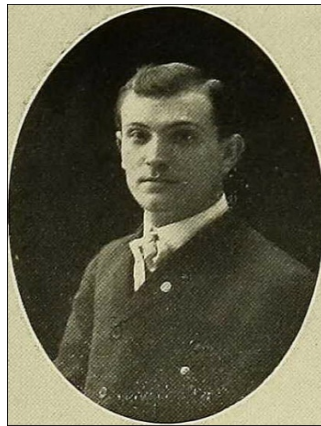
1880-1961

Rep

USDS

Contract 627            1905  
(3/7/1905)

to  
no more



1905

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

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

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

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

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**Ober, Ralph  
Hadlock***1871-1931*

SES

USDS

Special Instructions 1893

to

Special Instructions 1899



1915

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

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

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

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

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

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

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

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

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**Ogden, David  
Bayard III**

1866-1926

USDS

Special Instructions 1894

to

no more

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

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

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

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

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**Omeg, Robert  
Fred**

1879-1973

USDS

Contract 593 (with 1903  
Edward Sharp)

to

Contract 646 1907



Born in Oregon, Robert was the son of a Prussian immigrant that first came to Pennsylvania, moved to North Dakota, and then filed a Claim on 8 Mile Creek in Wasco County, Oregon. Robert was raised in Wasco County near the Campbells, Riddells, Sharps and Homer Angell, fellow Deputy Surveyors. He was an axman for Ed Sharp in 1895 and 1898, and a chainman for him 1898, 1899, 1904 and 1908 all over the state.

Robert received a Joint Contract with Edward Sharp in 1903 for three fractional townships Southwest of Mount Rainier. Robert was a chainman for Homer Angell and Clyde Riddell in 1904 and 1905 in Washington. Robert received his own Contract in 1907 for three fractional townships in Northeastern Washington. He received very small Contract 761 in Wallowa County in 1905, but had to return for corrections in the field in both 1906 and 1907. Another Contract in 1909 in Malheur County for one township was surveyed successfully. He worked as a surveyor out of The Dalles and Portland under the Direct System until he graduated from dental school in 1912.

Robert was a bachelor until he married in 1925 to Lora F. Foster, a spinster school teacher that had graduated from Pacific University. They lived in the Laurelhurst neighborhood in Portland until he retired as a dentist in 1950. His 1942 draft card noted he was working for the William Burns Detective Agency in Portland. His wife, Lora, died in Portland in 1958. His sisters, Lucy Lindsay and Ida Omeg lived in Camas or Washougal, WA. Ida died there in 1967 and Lucy in 1982. Robert moved to Camas in 1961 and died in Washougal in 1973. He was 5' 11" with brown hair and blue eyes. (biography) This is the maintained version of this information.

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**O'Neel, Albert  
C.**

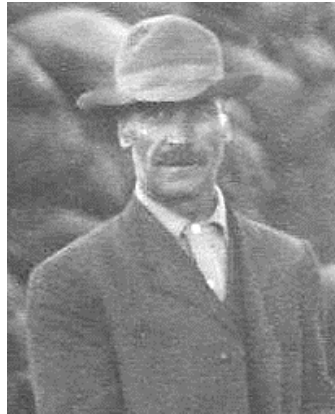
1865-1943

Rep

Comp

USDS

Contract 397 (as 1895  
to  
Contract 497 1896



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

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

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

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

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

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

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

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

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

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



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

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

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**Ort, Oliver**

**Oscar**

1864-1928

Rep

USDS

Contract 401

1892

to

Contract 515

1897

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

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

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

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

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

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

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

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**Ostrander,  
Levi Wells**

1841-1921

Dr/Clerk

Clerk

to

no more

1884

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

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

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

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

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**Otis, Ira  
Clinton**

1861-1938

Dr/Clerk

Clerk 1897

to

Clerk 1899



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

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

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

1855-1934

Rep

Dem

Citizen's

Dr/Clerk

USDS

Clerk 1883

to

Clerk 1903



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

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

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

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

**Owens, Henry**

**Kinder**

1857-1919

USDS

Contract 455 (with 1895  
John G. Scurry)

to

Contract 475 (with 1895  
John G. Scurry)



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

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

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

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

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

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**Park, Charles  
Manville  
"Charlie"**

1849-1904

Comp

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

to  
no more

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

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

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

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



---

**Parsons,  
George William  
("Will")**

1869-1960

USDS

Contract 471 (with 1895  
John Parsons)

to

Contract 486 (with 1895  
John Parsons)



1931

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

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

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

1864-1951

USDS

Special Instructions 1894  
(10/9/1894)

to

Contract 486 (with 1895  
George Parsons)



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

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

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

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**Patterson,  
Andrew Wilson**

1814-1904

Dem

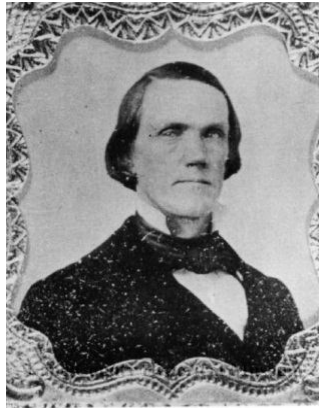
USDS

Ch Clerk

Contract 6                    1855  
(5/26/1855)

to

Chief Clerk in            1859  
Oregon Surveyor  
General's Office



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

Wanting a new start, he came across the Oregon Trail in 1852 on horseback and settled at Eugene, OR, where he filed a Claim about a mile West of town. Andrew platted the City of Eugene in 1853, and received a Donation Claim Survey Contract North of Eugene in 1854 and used Joseph Latshaw as compassman for part of the work. Later that year he was awarded a Contract by a Democrat Surveyor General, Charles K. Gardner, for 6 townships East of Cottage Grove, OR, and again used Joseph Latshaw as compassman for part. Contract 64 for 6 more townships near Oakridge in 1856 was mostly surveyed by Ebenezer Haft as compassman. Andrew served in the Territorial Legislature from Eugene in 1854.

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

Andrew was married to Amanda Olinger in 1859, who had arrived in Oregon in 1843, and William Chapman named him his Chief Clerk from 1859-1861 in the Oregon Surveyor General's Office. In 1861 he was given a good Contract on the East side for 6 townships at Wasco, and he used Samuel Campell as compassman. Andrew returned to his profession as a doctor in 1862 and continued practicing medicine until a few years before he died. He was an incorporator of the Oregon Military Road Company, which obtained a generous land grant to construct a wagon road from Eugene to Boise via Klamath Falls and Lakeview. Andrew was elected to the Oregon Senate in 1870-74, where he was instrumental in the locating of the University of Oregon at Eugene in 1876.

Andrew wrote a set of school readers and wrote a book of poetry. His house in Eugene was ultimately used in the movie, "Animal House." He was the namesake of Patterson School, Patterson Street in Eugene, Patterson Mountain in the Cascades, and Patterson Island in the Willamette. (biography) this is the maintained version of this information.

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**Payne,  
Clarence Hayes**

*1876-1951*  
USDS  
Contract 696 (with 1910  
C. A. Slang)  
to  
Contract 697 (with 1910  
C. A. Slang)  
(5/2/1910)

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

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

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**Pearson,  
George Little**

*1851-1879*  
Ch Clerk  
Chief Clerk 1874  
to  
no more

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

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

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

1823-1903

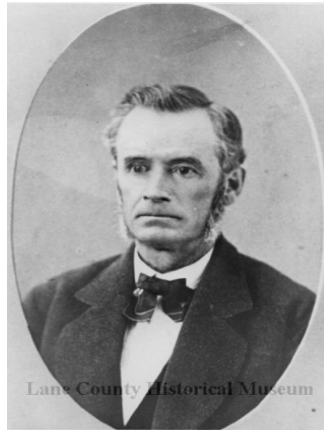
Rep

S G

USDS

Surveyor General 1861  
of Oregon

to  
no more



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

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

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

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

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

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

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**Penland, John**

**Robert**

1879-1924

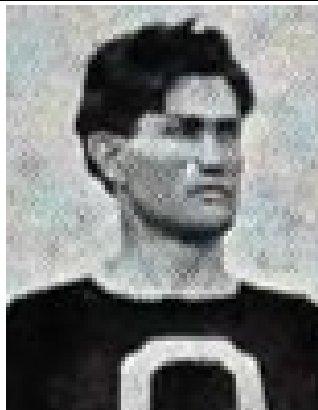
Rep

USDS

Contract 633 (with 1906  
Charles Campbell)

to

Contract 634 (with 1906  
Charles Campbell)



1904

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

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

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

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**Perkins,  
Fletcher K.**

1815-1872

Dr/Clerk

Clerk

to

no more

1869

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

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**Peterson,**

Comp

Contract 378

(Compassman for

Edwin C.

Richardson)

to

no more

1891

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

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**Peterson,  
William  
Maurice**

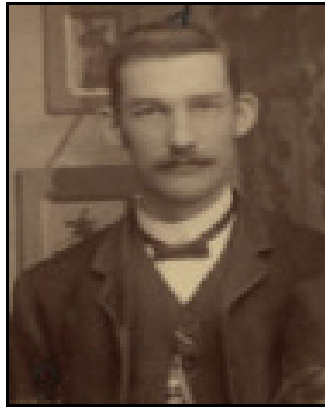
1868-1922

IAA

Special Instructions 1907

to

no more



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

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

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



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**Phillips, David**

1802-1872

Dem

USDS

Contract 2 (with 1855  
William Strickler)  
(4/29/1855)

to

Contract 15 (with 1855  
William Strickler)  
(8/7/1855)

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

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

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

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<p><b>Phillips, David Lucas</b> 1834-1883 Dem Comp Contract 2 (as Compassman for David Phillips and William Strickler) to Contract 15 (as Compassman for David Phillips and William Strickler) (8/7/1855)</p>	<p>1855</p> <p>1855</p>	<p>David Phillips, Sr. (hereafter referred to as David), 2 sons, and 2 daughters crossed the Oregon Trail in 1852. His wife had died. David filed a claim on Tyrell Prairie, half way between Olympia and Nisqually, but sold his interest to others before he proved up. His son, David L. Phillips (hereafter referred to as D. L.), taught school in Thurston County in the summer of 1854. David Phillips was named a "Democrat candidate for Representative" in the Thurston Democratic meeting in 1855. David was awarded two Joint Contracts with William Strickler, a surveyor and Territorial Senator from Seattle, in 1855. They both signed the final oaths and appear to have shared the work. David's portion was surveyed by his son, David Lucas Phillips, as compassman.</p>
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David was a member of the Territorial House in 1856-57 from King County, and D. L. was a member in 1860 from Thurston County. D. L. was appointed Territorial Treasurer from 1858-59, and again 1862-63. David moved to San Francisco by 1867, and died there in 1872 after a successful career as a merchant, banker and real estate developer in Seattle, much of the time in partnership with Dexter Horton. D. L. married Sophie Ellen Settlemire in Washington in about 1858. D. L. was in San Francisco as a merchant by 1865, when he was part of Dodge and Phillips, and then on his own until 1868.

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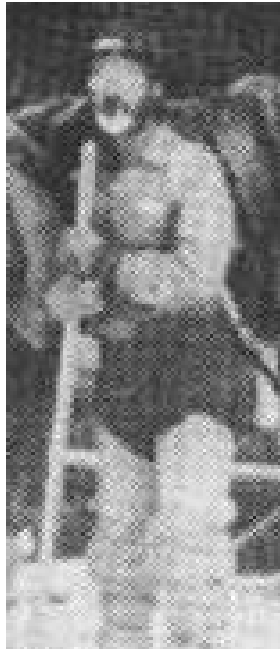
**Phoenix,  
Charles  
Edward**

1871-1945

USDMS

Mineral Surveys 1906

to  
no more by 1910



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

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

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

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

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

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

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

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

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**Pidgeon,  
Charles  
Marshall**

1862-1954

Rep

SES

Special Instructions 1907

to

no more

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

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

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

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

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**Pike, Harvey L.**

1843-1897

Rep

USDS

Contract 459

to

no more

1895

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

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

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

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**Plachy, Wencel  
Henry**

1856-1939

USDS

Contract 293 (Part 1883  
of the Benson  
Syndicate)

to

Contract 306 (Part 1884  
of the Benson  
Syndicate)

Wencel was born in 1856 in Watertown, Wisconsin, less than two years after his farmer-family had immigrated from Bohemia. They were still in Watertown in 1870. He graduated from Northwestern University. In 1882 he held a Joint Contract in New Mexico with future WA U. S. Deputy Surveyor, George Schwartz, for several townships, which were approved in the fall of 1882. Contract 293 was awarded to Wencel in June of 1883 for 14 townships South of Chewelah, WA. He had affiliated himself with the Benson Syndicate, and his bonds were from the Benson sources per Steve Johnson. It was Wencel's signature on the field notes and certificates. Contract 293 was determined to be Syndicate work, complete with printed notes, and the land was withdrawn from settlement.

Appeals to the politicians from settlers and Benson attorney, Harry Clarke, made the GLO reinstate the townships for settlement and pay Plachy, and the fraudulent surveys stand today as the official notes, even though most corners were missing and distortion of 1000-2000 feet exists. The 1885 Report of the Commissioner refers to the "Colorado Ring" in Washington, namely Harry Clarke, George Gardiner, Wencel Plachy, and John Ashley, where it was claimed that they had notes for surveys not yet contracted. DNR performed a survey of T29N R39E in 1993, which found little evidence, showed significant distortion, and relied on local history and fence corners for corner locations. Lacking a real survey, settlers had to hire their own surveyors to stub in approximate locations for their claims, and those positions may be perpetuated by the fence corners of today.

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

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

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

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**Plummer,  
Frederick  
Gordon**

1864-1913

USS

Special Instructions 1897

to

no more



1892

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



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

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

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

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

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**Poe, Alonzo****Marion**

1826-1866

Dem

EX

Special Instructions 1855  
(6/18/1855)

to

no more



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

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

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

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

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**Pomeroy,  
Halsey Beecher**

*1864-1897*

USDS

Contract 468 (with 1895  
Alexander  
Reynolds)

to

no more

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

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

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

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

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

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

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**Pope, Thomas**

**Albert**

1857-1905

SES

Special Instructions 1893

to

no more

B. C. PLS 66 in 1901. Thomas was born on Prince Edward Island, Canada, the son of a judge and politician. He was a civil servant living in Ottawa in 1879 when he married Alice Mullen. His father died six months later, leaving the family in poor circumstances. They were not without political influence, for Thomas' uncle was the Premier of Prince Edward Island, and his brother, Sir Joseph, was forever in Tory politics, resulting in his Knighthood.

The 1881 census showed Thomas by himself in Winnipeg as a civil engineer, and he was in Victoria by 1884. At least for part of the time while working for the Dominion, he lived in Nanaimo. He resided in Victoria as a civil engineer from 1895 until he died there in 1905. Thomas must have married again, to Jane McGraw, about 1890, for they were living together with two children in the 1901 census.

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

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

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**Porak, Henry  
George**

1883-1962

Rep

USDS

Contract 637 (with 1906  
Edward Sharp)

to

no more



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

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

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

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

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**Porter, Nathan  
Smith**

1834-1920

Dr/Clerk

Clerk                      1900

to

Clerk                      1915



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

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

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**Pratt, George**

**Hazen**

1858-1941

USDS

Contract 469 (with 1895  
Arthur Dimock and  
Christopher

to

no more

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

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

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

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

Whig

S G

Oregon Surveyor 1851

General

to

no more



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

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

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

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



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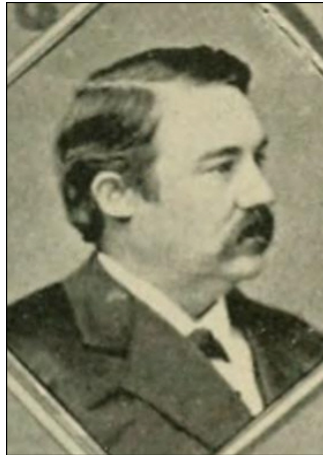
**Preston, Josiah  
Walker**

1832-1886

Whig

USDS

Contract 33                    1853  
(Oregon Terr.)  
(with George Hyde)  
(April 1853)



to  
no more

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

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

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

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

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**Pulsifer,  
Clinton Forrest**

*1863-1934*

Comp

USDS

341 (as

Compassman for

Gilbert M. Ward)

to

Contract 361

1890

1891

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

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

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

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

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

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

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

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

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**Purington,  
Charles Irving  
"Irving"**

1884-1919

USDMS

Mineral Survey      1910

to

no more



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

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

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**Ralston, John  
Chester**

1864-1928

Rep

USDMS

Mineral Surveys      1897  
                                  to  
Mineral Survey        1900



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

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

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

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**Rands, Ernest  
Paul**

1868-1940

Rep

USDS

Contract 639 (with 1906  
Harold A. Rands)

to

no more



1898

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

Ernest was in the Clackamas County Surveyor's Office off and on as a deputy from 1890-1898. By 1895 Ernest did his first GLO survey, when he teamed with fellow Oregon City surveyor Hezekiah Johnson for Idaho Contract 174 for 4 townships Northeast of Moscow. They were examined by H. P. B. Hollyday. He received Joint Contract 641, again with Hezekiah Johnson, for 8 townships East of Albany, and they shared the work. Part of that was the South 2 miles of T12S R4E as surveyed by Rands. He left the North line of that work 1200 feet out of alignment, causing the ultimate rejection of the later survey by Andrew Porter in 1905. Ernest received Oregon Contract 677 for two townships in Malheur County, on Succor Creek on the state line.

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

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

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

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

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**Rands, Harold**

**Alva "Hal"**

1871-1952

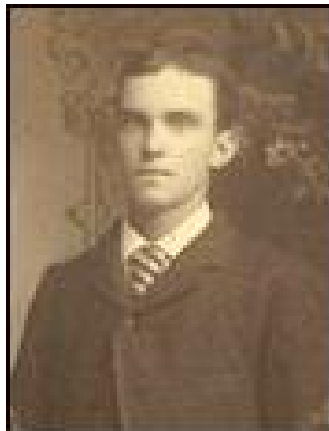
Rep

USDS

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

to

Contract 639 (with 1906  
Ernest P. Rands)



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



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

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

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

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

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



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

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

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**Rankin, John**

**Knox**

1837-1913

Rep

IAA

Indian Allotting 1892

Agent

to

no more



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

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

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

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

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

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**Rase, Frederick  
William**

1880-1939

Rep

Special Instructions

to 1911

no more



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

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

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**Raymond,  
Herbert  
Newton**

*1878-1953*

USDS

Contract 640 (with 1906  
Dudley Henry &  
John D. Henry)

to

Contract 673 (with 1909  
Charles S. B. Henry  
& Dudley S. B.  
Henry)

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

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

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**Raymond,  
Nathan David**

1850-1913

Dem

Rep

Citizen

USDS

Special Instructions 1885

to

Special Instructions 1889

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

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

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

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**Reed, Thomas  
Milburne Jr.**

1857-1928

Rep

Dr/Clerk

Ch Clerk

Clerk

1872

to

no more



1886

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

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

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

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

1825-1905

Rep

Dem

Rep

Ch Clerk

USDS

Chief Clerk in the 1866

Washington

Surveyor General's  
Office

to

Contract 213 1875

(8/3/1875)



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

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

His wife died in 1866, and in 1867 he remarried to Eliza Giddings, the younger sister of Edward Giddings, the previous Chief Clerk in the Surveyor General's office. In 1866 he had returned to Olympia where he was appointed Chief Clerk in the Surveyor General's office under Selucius Garfield, and also held that position under Elisha P. Ferry. He kept his new brother-in-law well supplied with Survey Contracts while he was Chief Clerk. His second wife died in 1871, and he remarried to Hattie Fox in 1873.

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

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

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

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**Reeves, Rollin  
Joseph "Rol"**

1846-1918

Rep

USDS

Contract 141 (with 1872  
Ezra Smith)

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

to

Contract 194 (with 1874  
Ezra Smith)



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

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

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

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



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

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

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

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

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**Reynolds,  
Alexander  
Mortimer**

1865-1902

USDS

USDMS

Contract 354

(4/18/1891)

to

Contract 468 (with 1895

Halsey Pomeroy)

1891

1895

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

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

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

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

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

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

**Rhodes,  
Clayborne  
Frank "Frank"**

1877-1948

Rep

USDS

USDMS

Contract 643            1907  
(3/5/1907)

to

Contract 688            1909



1905

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

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

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

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**Riblet, Byron  
Christian "BC"**

1865-1952

USDMS

Mineral Surveys 1890

to

Mineral Survey 1890



1922

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

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

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

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

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

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

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

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

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

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**Richardson,  
Edwin C.**

1827-1898+

USDS

Comp

Claim Contract 10 1860

to

Contract 378 1891

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

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

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

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

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

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

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

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<p><b>Richardson, Frank</b> 1842- Comp Contract 132 (as compassman for Walter B. Hall)</p> <p style="text-align: center;">to</p> <p>no more</p>	<p>1871</p> <p>Frank was listed as a compassman on the survey of T30N R5E of Contract 171 of Walter B. Hall in 1871. A Frank Richardson patented 240 acres in the same township in 1875, now in the city limits of Marysville, WA. Another Frank D. Richardson died in Seattle in 1908, whose father was an engineer in Grass Valley, CA in 1852, surveying the town of Grass Valley.</p>
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**Richardson,  
Jacob "Jake"**

1859-1908

Rep

USDS

USDMS

Comp

Contract 309

to

Contract 649 (with  
Arthur Richardson)

(Jacob died during  
this Contract in  
May, 1908)

Jacob was born in Illinois and came across the Oregon Trail with his parents to Utah in 1865, to Yakima in 1866, and then to Klickitat County in 1867. He was the son of Jesse Richardson, the nephew of Edwin Richardson, and the father of Arthur Richardson. He began as a chainman at the age of 11 for his uncle, and for his father at age 12. Jacob married Anna McPheeters in Goldendale at age 18 in 1877. He was a flagman for Edwin in 1881 and a compassman in 1883. He and Edwin received Contracts 309 and 310 for the same 8 townships between Goldendale and Sunnyside in 1884. Jacob surveyed the exteriors and Edwin the subdivisions, although many of their crewmen were the same, and Edwin signed all the oaths. They received a Joint Contract in 1885, but it was cancelled by the Commissioner, like many others for Special Deposit reasons.

Jacob was Klickitat County Surveyor from 1887-1901, and surveyed both a wagon road to Lyle in 1897 and a RR to Lyle in about 1902. He surveyed 15 contracts over a 23 year period from 1884-1907, starting with the previously mentioned Contract 309. He surveyed a small Contract just North of Mossyrock in 1891, but had to return in 1892 to resurvey 13 miles of line after an exam by Lewis Shelton. His next Contract was for 4 townships in the Gorge and near Cougar, and the exam by Sewell Truax noted corrections were needed. He was examined again by Alfred Ruth and approved. His next was a Contract Southwest of Chewelah, and an exam noted he had to connect to a mineral monument. Three Contracts in the Gorge and further East for 5 townships from 1895-1900 had no exam.

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



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**Richardson,  
Jesse H.**

1834-1907

USDS

Contract 88

to

Contract 139 (with  
Francis M. Shick  
and Edwin C.

Richardson as  
compassmen for  
portions of the  
work.)

1866

1872

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

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

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

1880-1962

Rep

USDMS

USDS

HES

Mineral Surveys 1902

to

Mineral Survey 1910



1921

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

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

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

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

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**Riddell, Clyde  
Wellington**

1879-1959

Rep

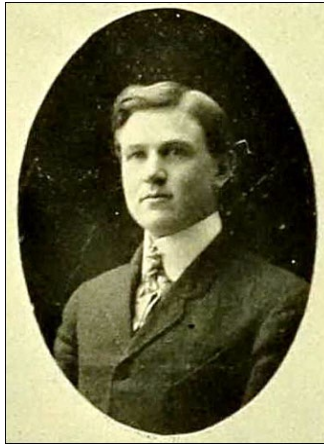
USDS

USDMS

Contract 608 (with 1904  
Homer Angell )  
(4/15/1904)

to

Contract 663 (with 1908  
George X. Riddell)



1905

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

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

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

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

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

1887-1976

Rep

USDS

Contract 663 (with 1908  
Clyde Riddell)

to

no more



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

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

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**Robb, Robert**

1842-1912

Rep

USDMS

Mineral Surveys 1897

to

no more

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

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

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

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

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

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

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

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**Robe, Lucien  
Stevens**

1868-1939

USDS

Contract 487

to

Contract 492

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

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

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

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

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

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**Roberts, James**

Dr/Clerk  
EX  
USDS  
Clerk

to  
Claim Contract 1  
(10/15/1855)

1854

1855

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

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

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**Roberts,  
Joshua Thomas**

1843-1927  
USDS  
Contract 425  
to  
no more

1893

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

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

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**Roberts,  
William  
Jackson**

1860-1938

Rep

USDS

Contract 406 (as 1896

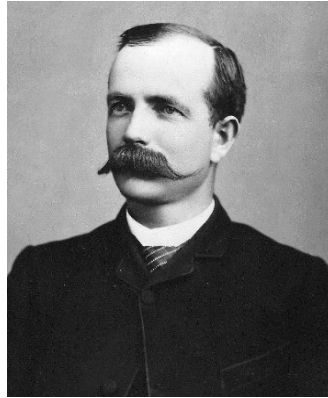
compassman for

Adolphus

McDonald)

to

no more



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

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

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

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



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

1860-1955

USDS

Contract 340

to

no more

1890



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

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

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**Rogers, Jesse  
Jordan**

1881-1920

USDS

Contract 664

to

Contract 665

1908

1908

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

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

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**Ruth, Alfred  
Smith**

1865-1915

Rep

SES

USDS

Special Instructions 1893

to

Contract 677 (with 1909  
Allan Muirhead)



1909

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

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

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

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

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

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

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

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

## Abbreviations

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

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