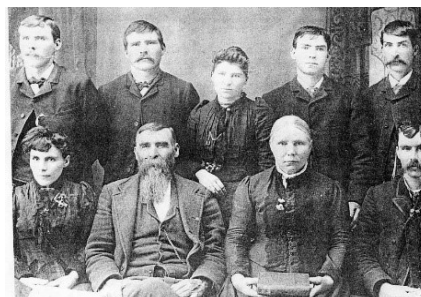


# Short Biographies and Personal Notes S-Z

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



2/3/2020

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

## Sahm, Siegfried Frederick

1842-1918

Rep

Dr/Clerk

Clerk

to  
no more

1869

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

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

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

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**Sawyer,**  
**Charles W.**  
*1859-1938*

Comp  
307 (as  
Compassman for  
David C. Thayer  
and the Benson  
Syndicate)  
to  
no more

1884

CA PLS 120. Charles was born in Vermont, and was first noted surveying in Denver for Ashley and Clarke, known for their Benson Syndicate ties. By 1880 he was surveying in California for the Benson Syndicate. He was examined in 1886 by Special Examiner Conrad for work he allegedly performed in 1883. Charles said that he never set foot on the townships, but he did sign some blank oaths for Benson. The crewmen listed were also fictitious. After that interview, he was debarred from further GLO work. Charles had been in charge of at least one of four survey parties that surveyed portions of Contract 307 in 1884 for the Benson Syndicate in Stevens County, Washington.

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

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

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

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

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

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

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

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

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

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

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**Scholfield,  
Socrates**

1831-1914

Whig

DS in OR

Dr/Clerk

Clerk

to

no more

1859

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

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

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

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

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

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

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**Schuele, Louis**

**Frederick**

**"Fred"**

1876-1964

USDS

Special Instructions 1908

to

no more



1893

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

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

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

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**Schwartz,**

**George A.**

1858-1927+

Rep

USDS

SES

Comp

Contract 344  
(6/20/1890)

to

Contract 684

1890

1909

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

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

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

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

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

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

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

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**Scott, John Sr.**

1831-1875

Dr/Clerk

Clerk

to

no more

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



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

1845-1915

Rep

USDS

Contract 455 (with 1895  
Henry K. Owens)

to

Contract 494 1896



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

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

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

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

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

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

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

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**Sears, Charles  
Elmore**

1850-1935

USDS

USDMS

Contract 287      1882

to

Mineral surveys      1891



1890

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

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

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

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

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**Semon,  
Franklin E.**

1867-1950

USDS

Contract 396

to

no more

1892

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

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

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**Seymour, Allen  
M.**

1833-1883

Whig

Dr/Clerk

Clerk

to

no more

1853

Allen was born in Fort Covington, N. Y., the son of a stove manufacturer who was affluent enough to have servants. He was a Clerk, living at home in 1850 in Cortlandt. His sister married a lawyer, Thomas Nelson, and Thomas was appointed to be the Chief Justice on the new Oregon Territorial Supreme Court. Allen was hired as a crewman for the surveys under John Preston in 1851, and travelled to Oregon via Panama with the Preston family, the Nelson Family, and several surveyors. He began on James Freeman's crew on the Meridian South in June of 1851, and then worked for George Hyde later in the fall and in 1852. He would also be a chainman for Robert Elder in Polk County in 1853

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

After he was refused the files, the new Clerk went to the court and an attachment was issued. Allen still refused to give up the files and was jailed for Contempt. After a while he relented, and the files were given over. Allen was back in New York by 1860, living at home and working as a Clerk. He enlisted in 1861 in the Army as a private, but was soon discharged, and he reenlisted as an officer in September, 1861. With the rank of Captain, he deserted on the way to battle in 1863, and was dishonorably discharged by General Hooker. He was unemployed and living at home in Cortlandt in 1870. He died there in 1883, with the funeral being held at his mother's residence. It appears he never married. See OR GLO Surveyors for the maintained version of this information.

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**Sharp, Edward  
Franklin**

1865-1954

USDS

Contract 588                    1902  
to  
Contract 637 (with 1906  
Henry Porak)



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

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

Edward was a First Lieutenant in the Oregon National Guard in The Dalles in 1894. From 1895-1900, he designed and built three houses on Fourth St. at the Dalles, all of which are on the National Historic Register. He lived in one o them, 404 E. 4th St. He acted as a representative of the Eastern Oregon Land Company in 1900, and surveyed a cemetery at Grass Valley in 1904.

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

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

Edward was a government surveyor in 1910, Wasco County Road master in 1915, a civil engineer in 1920, and a farmer in 1930. He raised Purebred Hereford cows on his ranch, with his son Arthur running it. Edward died in The Dalles at age 89 in 1894, and Kathleen died the next year. This is the maintained version of this information.

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**Sharry, John**

**H.**

1864-1935

Dem

Clerk

SES

Clerk

to

Special Instructions 1890  
(6/16/1890)

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

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**Shaw, Amos F.**

1839-1898

Rep

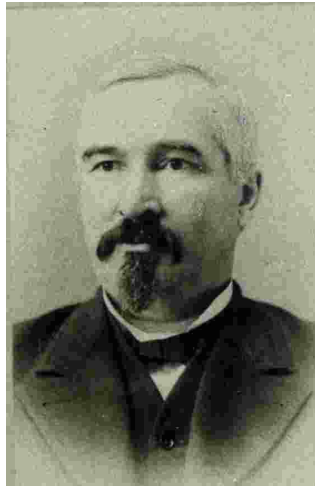
S G

Washington 1892

Surveyor General

to

no more



1891

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

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

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

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**Sheets, James  
Tilton "Tilt"**

1842-1892

Dem

Dr/Clerk

USDS

Clerk

1859

to

Contract 353

1891

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

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

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

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



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

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

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

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

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

1869-1939

USDS

Special Instructions 1907  
(7/31/07)

to

no more

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

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**Sheldon,  
Charles V.**

1867-1957

SES

Special Instructions 1896

to

Special Instructions 1896



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

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

**Shelton, Lewis**  
**David Wilson**

*1841-1919*

Dem

USDS

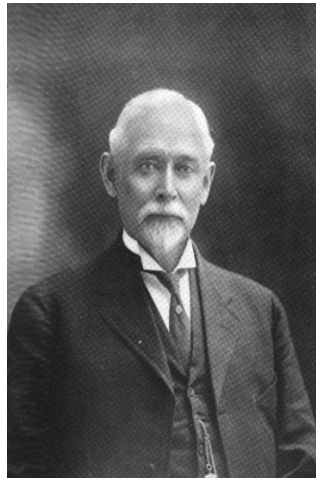
SES

USDMS

Contract 271            1881

to

Contract 618           1904



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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**Simmons,  
Alfred H.**

*1832-1881*

Dem

USDS

Contract 94

1867

to

Contract 122

1871

Alfred was born in New York, and attended West Point, per his obituary, but he does not show up in their records. There was a miner noted in California in 1852, from New York and of the right age. He married Susan Irby in Clark County, Washington by 1858. In 1859-60 he served in the Washington Territorial House of Representatives, and was a census taker in Cowlitz, Clark and Skamania Counties in 1860. He was listed as a farmer in Lake River in Clark County in 1860, and patented a 160 acre Military Warrant Claim on the West side of Lake River near Shillapoo Lake in 1866. In 1867 he moved to Klickitat County where he was named the first Sheriff by the Legislature, and then again elected as a Representative to the Washington House from 1867-69.

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

He moved to Walla Walla in 1869, where he was City Surveyor 1869-70, County Surveyor from 1870-71, and owned a newspaper. His last Contract was Contract 122 in 1871 for 5 townships just East of Walla Walla. Future Deputy Surveyor, Francis F. Loehr, was an axeman. None of his Contracts were examined. He surveyed four townships as compassman for Oregon Deputy Surveyor, George Williams, in 1872 East of Milton Freewater. Alfred was plagued by financial problems in the 1870's in Walla Walla, being sued for money at least 8 times. He had deeded some property into his wife's name, and had judgments filed against him. He was awarded Contract 327 in 1879 in Oregon, North of Elgin, but it was cancelled for unknown reasons.

Alfred was a surveyor in Umatilla, Oregon in 1880, and surveyed the plat of Grange City on the Snake River in Columbia County in 1881. He was living at Simmons Landing on the Columbia River East of Umatilla in 1881, where a wagon road was being built to the South. That was near present Cond Springs Junction at State Road 37. Alfred and was still plagued by financial difficulties at that time. He died in 1881 in Walla Walla at age 49 per his wife's obituary in 1928. Alfred had eight children, all born in Washington. His wife was living with family in Lapwai in 1900 and died in Clarkston in 1928. One of his sons, Isaac J. Simmons was an Oregon U. S. Deputy Surveyor. See WA GLO Surveyors for the maintained version of this information.

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**Simons,  
Theodore**

1856-1936

USDMS

Mineral Surveys 1900  
to  
no more

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

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

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**Simpson, Burr  
Henry**

1885-1941

Dem

USDMS

Mineral Surveys 1909  
to  
no more



1937

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



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

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

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**Slade, William  
Columbus**

1855-1944

Dem

Comp

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

to

no more

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

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

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**Slang, Charles  
Albert  
"Charley"**

1888-1987

USDS

Contract 696 (with 1910  
Clarence Payne)

to

Contract 697 (with 1910  
Clarence Payne)

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

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

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

Ind

Union

Rep

USDS

Contract 64            1862  
(8/15/1862)

to

Contract 76            1863  
(6/20/1863)

1867

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

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

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

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

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**Smith, Albert****Lee**

1878-1960

Dr/Clerk

Clerk 1903

to

no more



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

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

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**Smith, Alleck****C.**

1828-1875

Dem

USDS

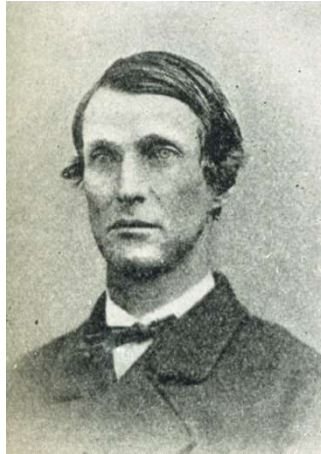
USS

Dr/Clerk

Contract 35            1858

to

Clerk                    1861



1863

Alleck was born in Kentucky and graduated from Transylvania University with a degree in Law, before crossing the Oregon Trail in 1852. He filed a claim near Lafayette, OR, adjacent to Anson Henry, and married Anson's oldest daughter, Margaret Dunlap Henry. Anson received Claim Contract 13 under Whig John Preston in OR, with Alleck as chainman, and Alleck returned the favor under Democrat Charles Gardner in OR by using Anson's sons on his Contract. Alleck was also a chainman for William Logan for 25 Claims near Lafayette in 1853.

Claim Contract 22 in 1854 was Alleck's first Contract in his name. There were eight townships of DLC surveys near Amity, McMinnville and Yamhill. He appears to have used local settlers for most his crew. He next surveyed Contact 65 in 1856 for 8 townships in the foothills, three West of Gaston, and 5 from Dallas to Corvallis. Gordon Henry and Francis Henry were chainmen, and Milton Robbins was an axeman. In 1858, they both received Contracts from James Tilton in Washington for the survey of the Coast Guide Meridian and several townships adjacent. Alleck's Contract included the Coast Guide Meridian, North to the present Quinault Reservation, and a row of 7 townships from Montesano to the Pacific Ocean, all North of Grays Harbor and the Chehalis River. Alleck made an error in the triangulation across Grays Harbor.

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

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

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

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

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**Smith, Ezra**

**Leonard**

1837-1921

Rep

USDS

USS

Contract 141 (with 1872

Rollin J. Reeves)

(7/20/1872)

to

Contract 216 (with 1875

Samuel Spray)



1889

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

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

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

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

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

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**Smith, Isaac****Williams***1826-1897*

Dem

EX

USDS

Comp

Contract 11            1855

to

Contract 164        1892

(Survey by David

D. Clarke as

compassman)

(supv. by Isaac

Smith and Charles

White)



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

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

- Resident Engineer on the Alexandria RR
- Assistant engineer on the Southern Route of the Pacific RR surveys, 1853

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

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



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

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

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

Continuing with assignments:

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

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

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**Smith, Norman  
Rogers**

1857-1954

Rep

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



1915

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

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

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

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

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

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

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

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

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**Smith,  
Warriner  
Ellsworth**

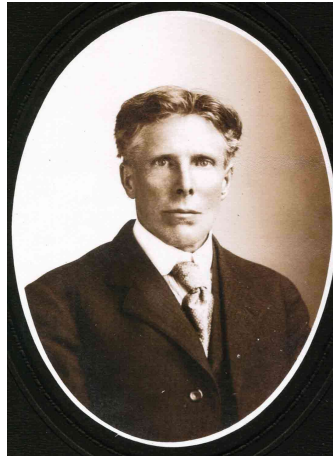
1855-1919

USDS

Contract 380            1892

to

Contract 395            1892



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

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

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

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**Snodgrass,  
Herbert  
Eugene**

1872-1895

Rep

Dr/Clerk

Clerk

to

no more

1892

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

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**Snow, Joseph  
Marshal**

1850-1929

USDS

USDMS

Contract 142 (with 1872  
John Cornelius)

(7/12/1872)

to

Special Instructions 1906  
(7/31/1906)



1889

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

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

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

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

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

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

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**Sohns, Louis R.**

*1827-1901*

Dem

Rep

Comp

Special Instructions 1862

(as compassman

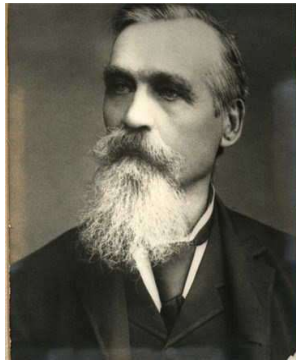
for Levi

Farnsworth for a

portion)

to

no more



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

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

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

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

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**Spearin,  
Wyndham  
Tobias  
"Windom"**

1865-1895

SES

USDS

Special Instructions 1892

to

Contract 434 1893

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

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



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**Spray, Samuel****J.**

1843-1913

Rep

USDS

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

to

Contract 216 (with 1875  
Ezra Smith)

1875

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

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

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

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

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

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**Stanley, Frank**

**Dennis**

1854-1929

USDMS

Mineral Survey 1898

to

Mineral Surveys 1902



1879

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

In 1893 Frank operated a shingle mill with Albert O'Donnell, and from 1895-1905 he was a civil engineer and surveyor on his own in Spokane. He surveyed 33 Mining Claims in Washington in Ferry and Pend Oreille Counties from 1898-1904, except for a few North of Cle Elum. Also there were 34 Mining Claims in Grant and Baker Counties in Oregon from 1901-04, nearly all West or Southwest of Sumpter. By 1900, Frank had sired a total of 9 children. Caroline died in 1901 in Spokane, and he married again in 1907 to Anna Lillian Swett in Iowa. They were living in Baker, Oregon from 1908-12 with Frank's youngest son, where Frank worked as a civil engineer.

By 1920 Frank and Anna were in Hermiston where Frank was a farmer. The Oregonian reported in 1925 that Anna filed for Divorce. For some reason, Frank moved to Ware County, Georgia and died there of tuberculosis in 1929, documented by his death certificate. See WA GLO Surveyors for the maintained version of this information.

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**Staples, Waller  
Redd Jr.**

1871-1927

Dem

Special Instructions 1895

to

Special Instructions 1898



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

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

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

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**Stearns, Henry****Noble**

1819-1892

USDS

Claim Contract 4 1856

to

Contract 212 1875

(8/2/1875)



1880

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

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

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

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

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

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<b>Stevens, H. R.</b> <b>(H. H.?)</b>	H. R. Stevens was a transitman for John K. Ashley on the Port Angeles townsite survey in 1891.
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Comp  
 Contract 371 (as 1891  
 transitman for John  
 K. Ashley)  
 to  
 no more

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<b>Stevenson, Henry John</b> <i>1840-1926</i> Wkngmn Contract 77 (8/12/1864) to Contract 85 (6/23/1866)	CA PLS 1145. Born in Canada, Henry attended Washington County Seminary and Collegiate Institute in New York from 1861-62. From 1862-64 he was a chainman and axeman for George House and George Sloan in Port Angeles. He received his own Contract in 1864 for T20,21N R4E. He corrected the South Boundary for George Sloan, did the subdivisions, and surveyed 17 DLCs. He was awarded Contract 85 in 1866 near Yakima, but did not do the survey. Henry surveyed a road in King County from the White River to the Duwamish River in 1867. By 1869 he was in Portland, OR, where he married a local girl, Sarah E. Hoyt. Between 1869 and 1874, he received three Contracts in Oregon for a total of 15 townships, all in Columbia County. His first was a Joint Contract with Martin McCall, and he used Thomas Chapman and Joseph Dobbins as chainmen on the later Contracts.
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Henry was Portland City Surveyor from 1869-1872. He was advertising as a surveyor in Los Angeles in late 1874, and between 1876 and 1884, he produced beautiful maps of the Los Angeles area, which are selling for high prices on the internet now. He received an appointment as a U. S. Deputy Surveyor in California to examine improvements on Rancho Santa Monica in 1876. A baby daughter drowned in 1878, and in 1879 Henry ran for State Surveyor General of California on the Workingman Ticket and lost. He returned East for a visit of several months in 1882. From 1884-87 Henry was involved in speculative real estate development, selling acreage and lots. He suffered several business and personal foreclosures in 1888-89.

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

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**Steward,  
George  
Harrison**

*1828-1903*

Rep

Comp

Contract 121            1871

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

to

no more



1879

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

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

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**Stewart,  
Heman B.**

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

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

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**Stewart, James  
Porter**

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



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



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

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

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<p><b>Stixrud,</b>  <b>Martinius</b>  <i>1856-1901</i>          USDS          USDMS          Contract 477 (with          Christopher          Nasten)              to          Mineral Surveys</p>	<p>1895          1900</p>	<p>Member ASCE. Born in Norway, Martinius graduated from Chalmers Technical Institute in 1878 in Sweden, and the Polytechnicum in Germany in Civil Engineering the next year. In 1881 he came to the U. S. and held the following positions:</p> <ul style="list-style-type: none"> <li>□ Transitman and draftsman on the Manitoba Railways</li> <li>□ 1881-82 draftsman for the Chicago, Milwaukie &amp; St. Paul RR</li> <li>□ 1883 NPRR at Brainerd, and then to the Pacific Coast</li> <li>□ 1883-85 designed switchbacks at Stampede Pass and was Principal Assistant Engineer</li> <li>□ 1885-86 Locating Engr. for the Oregon Pacific RR</li> <li>□ 1886-88 Locating Engr. for the Seattle, Lake Shore and Eastern RR over the Snoqualmie Summit, suffering a great deal physically</li> <li>□ 1888-89, the Seattle, Lake Shore and Eastern RR, bridges at Spokane</li> </ul>
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He returned to Seattle in 1893 to become Engineer for the Board of Tideland Appraisers, and platted the harbors of Seattle and Ballard, and part of the Tacoma harbor. Strong business interests prevented his plans for tidal basins from being adopted. He had ignored the South Canal Waterway. Martinius and Christopher received Contract 477 for 3 townships between Loomis and the Canadian border, including an extension of the Ruby Guide Meridian. There were enough crewmen in the oaths to supply two full crews.

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

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

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

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**Stixrud, Peder  
Gudbrandson  
"Peter"**

1855-1908

Dr/Clerk

Clerk

to

no more

1896

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

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**Stocking,  
George Carter**

1866-1927

Rep

Prohib

USDS

Contract 576 1901

to

Special Instructions 1901  
(12/17/1901)



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

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

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

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**Storrow, Samuel**

1865-1938

Dem

USDMS

Mineral Surveys 1893

to

no more



c. 1890

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

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

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

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

Comp

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

to

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

c. 1905

OR PE 160. Ray was born and raised in Mehama, Oregon, the brother of Mary Stout. He graduated from the public schools after the eighth grade in 1900, because there was no high school. That summer he obtained a job as compass carrier for his uncle, William H. Byars, for Contract 560 in the Washington Cascades. They surveyed 5 fractional townships, from Eagle Gorge to the mouth of the Cispus River. William's sons, Will and Rex, were compassmen on parts of the work.

Ray wrote of his experiences on this survey. He took the train from Salem to Eagle Gorge, via Portland and Tacoma, where they set up their first camp. There were 12 men in camp, serving three crews. He discussed how his crew worked, with William leading the way with the solar compass, including the compass carrier, Ray, followed by the axeman who cut brush and blazed the line, with the chainmen following. He also described "laying out", which was taking food but no bedding to stay up to several days on the line, sleeping on the ground. The crew was eventually disbanded, and Ray and William surveyed a small part of the job at Longmire, being able to stay in the Park hotel for the duration. William was examined by T. M. Hurlburt in 1902 and M. P. McCoy in 1905, and required corrections in the field in both 1903 and 1905.

In the fall of 1900, Ray entered Oregon Agricultural College, without a high school diploma. In 1903, he helped his uncle on the corrections of the previous survey near Mount Rainier. In 1904 he was the successful bidder on his own for Oregon Contract 753 South of Jacksonville, Oregon. His uncle came along as an advisor. There was a lot of brush, including poison oak, and Ray suffered terribly. Their camp was washed away at one time in a thunder storm. He was examined in 1905, and again after corrections in 1906, and again in 1908. The result was a rejection, probably caused by having a poor mentor. A new survey was performed by Ernest Rands in 1909, which looks a lot like the survey by Ray, except for the handling of the residual errors created by David Thompson in 1857.

Ray and his uncle then travelled to Newport, Washington where Ray's cousin, William F. Byers, had received Contracts 609 and 613. They worked on them until Ray went back to school. William F. was already trying to get out of the Contract, and in 1905, Ray and William H. were appointed compassmen to do the survey. Ray was listed as a compassman in the notes, but with no date. They were examined by M. P. McCoy in 1905 and 1906, Scott Harrison in 1908, and Morris Chubb in 1910.



William H. Byers, age 70, "The General", during the survey in 1909 at Mt Baldy near Newport, WA

Ray returned in the summer of 1909, after graduating from OSU and obtaining a job with the Marion County Engineer. Both Contracts 609 and 613 had multiple corrections, with the final ones being done in 1909. There were experiences encountered, such as a forest fire caused by the camp cook, and one member of the crew being sick enough to be carried out by stretcher for several miles. The work was approved and paid in 1910. Ray published a long article in the December 1972 edition of the Oregon Historical Quarterly, describing his experiences on all these surveys, some of which are related above. Ray was an engineer for a contractor in 1910, and married Mabel Vantress in 1911.

He spent the rest of his career until 1950 as head of right-of-way surveying for Pacific Power and Light Co, headquartered in Portland. After retirement, he worked on a large electrical transmission system in Greece from 1950-1953. He died two months shy of his 100th birthday, and the only other Oregon or Washington U. S. Deputy Surveyor that was living at the time was Charles Slang. There is a long autobiography and an oral history at the Oregon Historical Society, and a photograph collection at the Oregon State University Library. (biography) This is the maintained version of this information.

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**Strait, Richard**

1852-1925

Rep

USDS

Contract 433

(6/20/1893)

to

no more

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

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

**Stretch,  
Richard  
Harper**

1837-1926

Rep

USDMS

Mineral Surveys 1891

to

Mineral Surveys 1892



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

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

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

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

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

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

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**Strickler,  
William A.**  
*1824-1861*

Dem

USDS

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

to

Contract 15 (with 1855  
David Phillips)

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



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

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

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**Strong,  
William**

*1817-1887*

Whig

Dem

USDS

Contract 19 (with 1856  
Lewis Van Vleet)

to

Contract 56 1860



1848

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

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

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

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

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

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

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**Sutton,  
William  
Effingham**

1866-1919

USDMS

Mineral Surveys 1904

to

Mineral Surveys 1907

Member AIME. Born in New York, William graduated from the School of Mines at Columbia University in 1887. His grandfather, Effingham Sutton started a shipping company in 1849 to supply San Francisco during the gold rush, and became wealthy. William's father, Woodruff Sutton, also was an owner of the business and married the daughter of the builder of the Astor House. Effingham built brownstones by East River in 1875, and most of the family lived there. William married Louisa Campbell in 1888 and moved to Oakland. While there, he was an engineer for the Central Pacific RR.

In 1894 William was in Colorado, and by 1900 he was the superintendent of the Monte Cristo Mine, and of the Everett and Monte Cristo RR. He had charge of the Rockefeller's interests in Washington. In 1904 he was the superintendent of the C. I. C. M. Co. at Everett. He surveyed 4 Mining Claims in 1904, and 5 in 1905, all near Silverton. Fifteen more were surveyed at Granite Falls in 1907. He was partners with Henry Holley in 1905, and with Arthur Cook in 1910, in engineering businesses in Everett.

The Mayor of Everett appointed him City Engineer in 1907, and in 1910 he was a civil engineer in Everett, living by himself as a roomer. He died in Seattle at age 52, and his remains were shipped back to Brooklyn, where he was buried in Green-Wood Cemetery with his parents. His wife died in Eastchester, New York, while living near two of her sons, and is not buried near William.

---

**Swain, Joseph  
Dustin "J"**

1881-1966

Rep

USDS

Special Instructions 1909

to

no more



1910

WA PLS 1071. Joseph was born in what is now Asotin County, WA, four miles South of Cloverland. His father was a County Commissioner of Garfield County in 1882, and then was appointed a Commissioner of Columbia County when it was carved out of Garfield in 1883. Joseph grew up on the farm, attended two years of high school at Anatone, and then finished at Asotin. He studied surveying by correspondence, and his first job was the survey of the Cloverland Orchards Tracts.

He was elected Asotin County Surveyor in 1903 at Asotin, and served as County Surveyor/Engineer until 1950, affectionately known during all that time as "J". Joseph surveyed 2 sections for the GLO by Special Instructions in 1909 just Southeast of Cloverdale. He was living with his parents in Asotin in 1910, and married Ada Costley the same year. His mother-in-law moved in in 1919, and lived with the Swains until her death in 1926. Joseph was County Clerk in 1920, deputy County Clerk in 1931, and practiced surveying and engineering privately all of the time. He produced a map of Asotin County for sale in 1955. Along the way, Joseph was the Asotin City Engineer for much of that time. By 1940, he had moved to Clarkston, which is where he died.

---

**Swan, William**

**Alexander**

**"Will"**

1867-1939

Rep

USDS

Mineral Survey 1899

to

no more

William was born in Michigan, the son of a Scottish immigrant. His older brother, Malcomb, graduated from Valparaiso in 1885 in Civil Engineering, and William became a civil engineer, probably using the same path as his brother. He married Mae Nash in Sheridan, Wyoming in 1894, and incorporated the Winnipeg and Eureka Mining Company in Southern British Columbia in 1896. He performed his one Mineral Survey in Washington in 1898, North of Curlew, using future U. S. Deputy Mineral Surveyor, Herman L. Neville, as chainman. Herman did Mineral Surveys in the same area shortly thereafter.

In 1900, William was back living with his parents in Michigan as a single civil engineer, and he was there in 1909 to be executor of his father's estate. He owned a fruit farm at Sunnyside, Washington in 1910, and listed himself as a widower in the censuses 1910-30. His older single sister, Jennie, was living with him in 1920 and 1930 at Sunnyside, and genealogy sources note that she was killed in an auto accident in a vehicle driven by one of her brothers in 1930. William was still on the fruit farm in 1930, but had moved to Bush Prairie, near Tumwater, Washington by 1939, when he died.

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**Sweitzer,  
Nelson  
Bowman, Jr.**

1869-1958

SES

Special Instructions 1898

to

Special Instructions 1899



1926

Member ASCE. Nelson was born in Nebraska, the son of Brevet Brigadier General Nelson Bowman Sweitzer, Sr. His father was an Aide de Camp to George McClelland during the War, and was brevetted to Brigadier General at the end of the War. Nelson, Sr. was mustered out as Aide de Camp in 1863, and served in line command in the Army until the end of the war. Nelson, Jr. followed his family around the Western U. S. on dozens of assignments.

The last assignment for his father was in command of Fort Walla Walla. Nelson, Jr. was in his third year at Whitman College in Walla Walla in 1888 and probably graduated. He worked for the Corps of Engineers on the Mississippi, the Gulf Coast, and in D. C. until 1898, publishing an article in the ASCE Journal on jetties in 1898.

In 1898 he was appointed a Special Examiner of Surveys in Washington and other western states, serving until at least 1904 in Oregon. He completed 12 examinations in Washington in 1898-99, and 5 examinations in Oregon in 1903. He married his wife Maria Dever in 1898, and they had two children. He was in Minnesota in 1900 as a civil engineer, and again as an Examiner in 1909. He promoted the direct system of surveys and in 1911 was named the head of that system for Nebraska and South Dakota, serving in that position until 1929, when the post was eliminated, and he retired.

At some time he was: topographer, Willamette Valley and Cascade Mt. Rd; engr., San Antonio Water Works Co.; City Engineer, Rockport, Texas and Neligh, Nebraska; and location, Arkansas Harbor RR. From his post in Neligh, Nebraska, he pioneered some of the dependent resurvey philosophy to guide the agency in the future. He was the Vice President of Neligh State Bank and the Mayor of Neligh for two terms in about 1914. By 1833 Nelson had purchased a house in Pasadena that he lived in until he died. Nelson and his wife, Marie, funded an endowed Professor of Law post at Stanford, which continues until present. He died in Los Angeles in 1958.

His birth records, baptism, and some genealogical sources note his name as Nelson MacGregor Sweitzer, but he went by Nelson Bowman Sweitzer as an adult. He was the author of the following works, among others: "The Gulf Stream & Circulation of Waters in the Gulf of Mexico", 1898; "Retracement-Resurveys as Affected by Court Decisions", 1912; and "Retracement Resurveys", 1918.

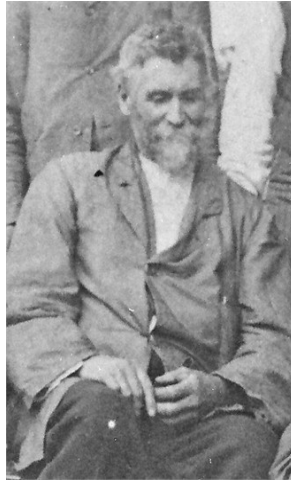
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**Swift, Levinus****Munson***1833-1897*

USDS

Contract 178            1873

to

Contract 197 (with 1874  
Sewall Truax)

Born and educated in Connecticut, Levinus attended Rensselaer Polytechnic Institute where he learned surveying, and pursued farming until 1862. He left to pursue mining in Colorado, but returned to Connecticut where he farmed again. He returned West in 1872 as a surveyor for the railroad, and also bought real estate, eventually accumulating over 1000 acres in Whitman County three miles north of Diamond on the Palouse River.

After his return, Levinus surveyed Contracts in 1873-74. His first was Contract 178 for 5 townships in the Palouse West of Colfax. Edward Giddings had surveyed the exteriors the year before, and notarized all of the preliminary and final oaths, and may have participated in the survey. His second Contract was 197 for a Joint Contract with Sewell Truax for 15 townships in Whitman County. They shared the work, with Levinus surveying 10 townships along the newly surveyed State Line from Pullman to Tekoa. Sewell Truax survey 5 townships Southeast of Sprague. All were completed and approved by 1874.

Levinus was a preeminent orchardist in Whitman County until health forced him to return to Geneva, New York in 1892 to seek help. He died in Geneva in 1897 of "degeneration of the nerves and wasting of the muscles." His wife and all of his children were in Washington in 1900. Both Levinus and his wife are buried in Geneva, New York.

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**Symington,****Robert Brown***1840-1919*

USDMS

Mineral Surveys    1897

to

Mineral Surveys    1904



Robert was born in Scotland and married his wife Mary Montgomery there in 1859. He was working as a coal master and engineer in a mine in 1871. He first came to the U. S. in 1874, but returned to Scotland to once again travel to New York in 1875 with his oldest daughter. His wife and the remaining 7 children also immigrated in 1875 at an unknown time.

Robert was an engineer in Nevada City, California for four years with his wife and six children including 1880. He was a draftsman in the California Surveyor General's Office in San Francisco in 1883, and was on his own as a civil engineer in 1887. He surveyed 4 iron mines near Hamilton, Washington in 1897, while still operating as a mining engineer in San Francisco. Robert surveyed 4 Claims on the North Fork of the Nooksack River East of Glacier and 2 Claims Southeast of Sumas in 1902. He also surveyed 5 Claims again on the North Fork of the Nooksack in 1903, and one Claim near Maple Falls in 1904.

His wife died in San Francisco in 1908, and he remarried to a new wife, Margaret, by 1910, when he was living in San Francisco with his new wife and three of his adult children. He continued operating as a consulting mining engineer in the Mills Building in San Francisco until he died there in 1919.

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**Taylor, Norton  
Longstreth**

*1861-1926*

USDS

379

to

no more

1891

Member ASCE. Norton was born in Pennsylvania, had moved to New Jersey by 1870, and was educated with four years in the Episcopal Academy and with one year at the University of Pennsylvania. He began with the Baldwin Locomotive Works, and then went to Texas to survey for the Mexican National Railway. In 1882, he was assistant engineer on the Pennsylvania RR, and in 1891 he was in partnership with Jacob Noel and Melbourne Bailey designing subdivisions and electric railroads in Tacoma, WA.

Norton was awarded Contract 379 in 1891 for the survey of the perimeter of the Quinault Indian Reservation. There was controversy then, and continues to have controversy now, over the language in the Treaty. Norton kept asking questions of the Surveyor General, without getting answers. He requested an extension, and in January, 1892 asked to be relieved of his Contract because he had amputated his finger because of an infected thorn. At that time, he was living with his father in Tacoma, and he married Ora Jones in Tacoma in 1893.

Norton surveyed government lands in Oklahoma and a line over Chilcoot Pass in Alaska. In 1896, he was a draftsman for NPRR, and from 1898-1903 he was the City Engineer of Tacoma, until dismissed by the Mayor as a political smoke screen to cover the Mayor's extravagant spending. Norton was listed as the supervising architect for the Tacoma Public Library at the dedication in 1903. He was the consulting engineer for the Tacoma Parks Board from 1907-08, and spent the rest of his career, until at least 1923, as either an engineer for the City or in private practice in Tacoma. Norton ran for Tacoma City Commissioner in 1914. He was still working for the City in 1922, and died in Los Angeles.

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**Temple, Major  
Samuel  
"Samuel"**

1816-1897

Rep

USDS

Contract 257

to

no more

1880

Major was born in Tennessee to a slave-owner farmer and surveyor. His father died of malaria on a surveying trip near Memphis in 1822. Major married Maggie Biddle in 1836 in Greeneville, and was based in Greeneville in 1850-70, first as a farmer, and then as a trader. Major served in the Tennessee General Assembly in 1853-55 and was active in the East Tennessee Unionist movement during the Civil War, hence his Republican politics. They were against secession. He profited, along with his brother Oliver, in commerce with the Confederacy during the war, selling salt from Virginia, and making a small fortune.

Shortly after the war he was the first civil engineer and superintendent of the East Tennessee and Georgia RR, of which his brother was a Director. He lost nearly all of his fortune in the "Panic of 1873", and borrowed from his brother. There was correspondence about the judicial sale of his farm. In 1876, he received a survey Contract with the Bureau of Indian Affairs to survey the Qualla Boundary in North Carolina. This was a tract of land purchased by the Cherokee Indians who remained there after the "trail of tears." The survey included interior parcels. The BIA had overspent its budget, and Major had to wait for Congress in 1877 to appropriate special funds to pay him.

He was financially strapped in 1878 and wrote his brother that he had just paid him \$250, and was anticipating more surveys from the BIA. If that did not happen, he contemplated doing GLO surveys in Texas or Kansas. That year he headed to Washington, D. C. to drum up business. He received Contract 257 in Washington Territory for three townships near Hanford. Major wrote to his brother from Walla Walla on September 9, 1880 that he had been there a month, but was ready to leave for the survey on the 12th, and was arranging new credit. For some reason the Contract was cancelled, and the work was surveyed by Edwin Richardson the next year. On his arrival in Walla Walla, he had spoken to a Congressman who was a family friend. His daughter Angie, and her husband were with him.

His wife died in 1881, and he remarried in 1885 to Rachel Celia Warfield, a school principal in Alexandria, Virginia. By 1883, he was a Clerk in the Customs Office in Washington, D. C., and Rachel was a Clerk in the Census Office in 1893. Major wrote that he was experiencing age discrimination, and didn't think the inside work was good for his health. (He was in his 70's.) Rachael died in 1896 in Washington, D. C., and Major died in Greeneville in 1897. The probate of his estate of \$25,000 continued until 1902, with at least one lawsuit involving a suit to collect \$15,000 for fees of Major as attorney for an Indian Chief in which he was awarded a large amount of land.



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**Tennant, John  
Alexander***1830-1893*

USDS

Washington Claim 1860

Contract 11 (with  
George F.

Whitworth)

to

Contract 179 1873



John was born in Arkansas, the son of a minister and circuit rider, was educated in surveying and the law at Cane Hill College, and passed the bar there in 1848. He went to California on a cattle drive between 1849 and 1854, and stayed there until he left for Sehome in 1856. John was appointed deputy auditor in Whatcom County in 1857 and elected to the Territorial Legislature, also in 1857, serving until 1859, where he was known as the "Black Prince".

He lost in love in pursuit of a beautiful judge's daughter in Olympia, and returned to Whatcom to set up housekeeping with Clara, the daughter of a Lummi Chief. In 1858 he filed a Claim near Ferndale on Lake Tennant, his namesake. He inherited two Northern Indian slaves with Clara, and used them and local Lummi Indians for his clearing and planting. He worked as a chainman for H. J. G. Maxon and Jared Hurd on the East side in 1860, surveying Guide Meridians and Standard Parallels. That same year he had a Joint Contract with George Whitworth to survey DLC Claims in Island and Whatcom Counties under Special Instructions. They shared the work with John surveying several Claims around Ferndale and Bellingham, using James E. Whitworth as a chainman. John was elected County Commissioner in 1862, and County Surveyor in 1867.

John made the first ascent of Mount Baker in 1868. He was part of a small party of engineers that explored the unsuccessful possibility of a NPRR route over the Cascades to Lake Chelan in 1870, headed by David C. Lindsey. John received Contract 179 for 4 fractional townships between Bellingham and Lynden in 1873. There was no exam. He was County Supervisor of Schools in 1877 and Probate Judge from 1876-79. In 1878 John went through a Christian conversion and devoted the rest of his life to the Methodist Ministry, building a church in Ferndale and leading a flock at East Sound, Orcas Island. That church still exists as Orcas Island Community Church. He suffered a stroke in 1887, and after several more, died in Lynden in 1893, where he had been reassigned. John was dark and over 6 feet tall, having some Cherokee ancestry on his mother's side.

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**Terrill, Robert  
Nathaniel  
Green**

1830-1864

Comp

Contract 46 (as  
Compassman for  
Isaac Smith)

to

Contract 57  
(5/10/61)

1859

1861

Nathan was born in Greenup County, Kentucky, the son of a farmer. His family moved to Randolph County, Missouri about 1844, and Nathaniel resided there in 1850. His older brother, John, attended two colleges and it is likely that Nathan also received a college education. This is the most likely Nathan Terrill in the records, for no other is listed near the right age group. Nathan was in Washington Territory by 1859 when he was a chainman and compassman for Isaac Smith and Jared Hurd on Contract 46 in Whatcom County. As part of that survey party, Nathan was the namesake of Lake Terrell in T39N R1E in Whatcom County. In 1860 he was a Notary Public in Sawamish County, and was listed as assistant marshal conducting the 1860 Census.

Nathan received Contract 52 for 5 townships East of Shelton in 1860. He surveyed them in 1860-61, using Lewis D. W. Shelton as chainman, and Charles A. White as Notary. T20N R4W was suspended in January 1862, but eventually approved in June 1862. He admitted an error at the NW corner of the township, but could not find it, finishing the township as he saw it. There was distortion of up to 10 chains in his approved plat. He received Contract 57 in 1861, and Charles A. White was compassman for that survey of 2 townships on Hood Canal at Union.

Deputy Marshal Terrill was called to Tacoma in February, 1862 to arrest Sheriff Egbert Tucker, Pierce County Sheriff, under an injunction from the Governor concerning the Hudson's Bay Company. Nathan was listed as the named party for an unclaimed letter in British Columbia in 1863. There was a N. G. Terrill on a ship from Panama to New York in December, 1862. Nathan enlisted in the Confederate Army under General John Hunt Morgan (Morgan's Raiders), and died in that service between 1862 and 1864.

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**Thayer, David  
C.**

Contract 307 (Part 1884  
of the Benson  
Syndicate)

to

no more

The Benson Syndicate received Contract 307 on June 28, 1884 for 8 townships in Stevens and Ferry Counties. Two were at Danville, one was at Northport, and the balance were along the East side of the Columbia River North of Kettle Falls. The Contract was in the name of David C. Thayer, and a thorough search of genealogical records could not find anyone by that name of the right age in the United States. The field work was completed in 1884, and the work was submitted and approved in 1885, allowing the land to be opened for settlement.

A special examination as part of the Benson probe was performed by Henry B. Martin in 1887 and determined that "...the field work and plats as largely fictitious and fraudulent and the character of the country grossly misrepresented." He submitted a 47 page report on this Contract in June, 1887. The townships were closed to entry until resurveyed, but unfortunately the Contract had been paid and closed. Under pressure from the settlers, the Commissioner later reopened the townships for settlement, even though there was no proper survey. Henry B. Martin found about 30% of the work had been surveyed, and that was with large errors.

Martin reported that David Thayer was a myth, and no one had seen or heard of him. There were four survey parties hired by Benson to do the work that was actually done, one of which was headed by George W. Sawyer, who was arrested shortly thereafter in Seattle for fraudulent surveys in California. The others were probably from among the real surveyors that were Benson associates in Washington near that time: Charles Holcomb, Wencil Plachy, George Gardiner, Harry A. Clarke, John L. McCoy, or John K. Ashley. The late surveyor, PLS Mike Howells, wrote a long discourse on that speculation in 1989 from Colville.

Per the usual routine, Benson funded Special Deposits for the minimum amount to do the survey, with \$4360 borrowed from the Bank of Nevada. The Bank had also posted a bond for \$50,000 for this and other Contracts of Benson. With extra retracements (that were not done), and by misrepresenting the vegetation and terrain, he was paid \$7782.49, with the extra coming out of the general appropriation. In addition Benson was given the \$4360 back in negotiable credits, usable for federal land purchases.

Martin found but few lines or corners in T37N R38,39E and T39N R40E, and none in T38N R38E. The others were partly surveyed with much distortion. BLM has resurveyed 4 of these townships, all as dependent resurveys. All but T38N R38E were nearly completely recalculated. T38N R38E was surveyed by the Benson Surveyors by meandering the Columbia River, and setting theoretical meander corners. By the time they surveyed to the Northeast part of the township, the meander corner between Sections 1 and 2 was 3300 feet too far East, but was held, as were the other meander corners. Four of the townships have not been resurveyed, and the fraudulent Thayer plats are the official record.

Thayer surveyed the Colville Guide Meridian through T37-39N. Deputy Mineral Surveyor and County Surveyor William Manning used some corners on that line to survey the Marble Quarry Claim in T37N R39E in 1910. In 1910, the Riddell brothers surveyed T37N R40E, did not find the Colville Guide Meridian, and resurveyed it from scratch some 1000 feet East of where Manning had found it. The mine began an investigation and hired Frank Bayley in 1917, a timber cruiser, and surveyor Joseph Zahner in 1924 (son of USDS Peter Zahner), who both agreed with Manning. BLM investigated until 1927 when the Floyd Betts resurvey of T37N R39E was filed, agreeing with Riddell. The corner in contention had BT's, but BLM contended they were not old enough, and issued Special Instructions to Betts to hold the Riddell line.

Thayer was to survey the 9th Standard Parallel through R40E and then survey the East lines of T37-39N R40E. He did not survey the Standard Parallel, and Martin noted that his survey of the Range line was worthless.

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**Thian, Prosper Eugene**

1862-1955

USDS

USDMS

Contract 452            1895  
to

Mineral Survey        1898



Member ASCE. Prosper was born and raised in Washington, D. C., and graduated from Georgetown University in 1881. His father was Chief Clerk for the Adjutant General's Office. He was valedictorian of his Class and received the Toner Scientific Medal.

From 1881-1897, Prosper held the following positions consecutively: chainman for the Denver and Rio Grande RR, 1881; topographer for the CPRR in Alberta 1882-84; B. C. mining work in the Canadian NW 1884-86; assistant engineer for the Chicago, Milwaukie & St. Paul RR in Kansas City, MO 1886-88; mining in Canadian Northwest 1888-89; NPRR 1890-92; City of Everett Engineer 1893-94; and locating and construction engineer for NPRR in Washington State from 1895-97. He married Helen Truax in Vancouver, Washington in 1891.

Prosper was awarded three Joint Contracts in 1895-97 with William Bennison. William was the head of a multi-million dollar mining company out of Everett, Washington, and had no known surveying experience. He inherited the job when he married his wife, and they moved to Everett to take control of the family interests. Prosper did all of the surveys with no mention of any involvement of William. Contracts 452 and 485 were for three fractional townships at Silverton on the South Fork of the Stillaguamish River. He surveyed them in 1895, and was examined by F. H. Brigham and Charles Sheldon in 1897, A. B. Little in 1898, F. H. Brigham in 1900 and M. P. McCoy in 1901. His work was suspended, and he returned in 1897 to survey 8 miles of corrections. He declined additional work by Special Instructions in 1896.

He received Contract 512 for two fractional townships Northeast of North Bend and one at Silverton. He was examined twice, but was approved in 1900. In 1897 and 1898, Prosper was a U. S. Deputy Mineral Surveyor , surveying 5 Claims near Silverton, where he was surveying his Contracts. At least one of the Claims was owned by William Bennison.

Prosper then held the following positions from 1897-1905: Arkansas Pass Jetty Works in Texas 1895-96; assistant chief engineer in Kootenai Valley 1899-1900; locating engineer for Algoma Central RR 1901; Mining work in Mexico 1901-02; League Island Dry Dock at Philadelphia 1903-04; and locating engineer for GNRR 1904-05. Prosper was: chief engineer for the Brandon, Saskatchewan & Hudson's Bay RR, the Midland of Manitoba RR, and the Crow's Nest Southern RR from 1905-08. Living at St. Paul, Minnesota, he was assistant engineer for NPRR 1908-14, valuation engineer for NPRR, and consulting engineer for NPRR and Northwestern Improvement Co. until 1939. He died in St. Paul, Minnesota. (biography)

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## **Thoma, Joseph**

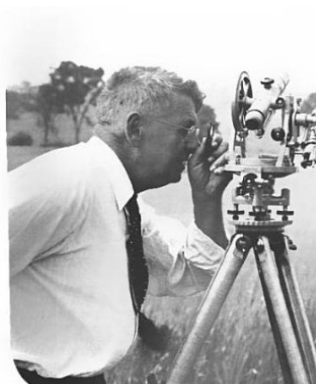
**C.**

1882-1967

SES

Special Instructions 1911  
(2/25/1911)

to  
no more



c. 1947

Joseph was born in New Jersey and attended 4 years of high school. He was a printer from 1900-01 and a Clerk in Newark in 1904. By 1905 he was a crewman under Arthur Kidder in Utah, doing exams on the Unitah Reservation, extolling the virtues of the open prairie to his hometown newspaper. He married Elizabeth Ardis in 1906 in New York, and in 1910 was a civil engineer for a RR in New York City.

Joseph was a Special Examiner of Surveys in Oregon and Washington (6 examinations) in 1911-12. He was a Surveyor for the GLO in Salt Lake City from at least 1914-23, where he remarried to Arvilla in 1920. He worked in Washington, D. C. for BLM from 1930-1940+, but surveyed townships for BLM in Michigan in 1931. He had a son, Joseph C. Thoma, Jr., that followed in his footsteps, and it is difficult to distinguish between their work. Joseph Jr. died in 1947 at age 40, and Arvilla in 1950. Joseph filed a patent on an improvement to a solar attachment to a transit in 1947. It was approved, purchased by instrument maker, W. & L. E. Gurley and incorporated in their Model 112-T. The prototype was given to Joseph, and is now perpetuated at the Smithsonian. Gurley featured Joseph on the cover of its Bulletin at the introduction.

While in his 70's, Joseph was appointed Assistant Court Commissioner for the U. S. Supreme Court to decide the 40-year-old dispute between New Mexico and Colorado. The Court Commissioner was his old friend Arthur Kidder, and when he died in 1958, Joseph replaced him as Court Commissioner. The 500 page report was issued in 1960, at age 77 for Joseph, restoring and monumenting the state line surveys of Ehud Darling from 1868 and John J. Major from 1874.

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**Thomas,  
Richard  
Brindley**

1865-1941

Dem

USDS

USDMS

Comp

IAA

Special Instructions 1892  
(5/30/1892)

to

Mineral Survey 1909

Richard and his older brother James were the sons of Henry C. Thomas, a Clerk in the War Department and the Adjutant General's Office. Their grandfather was a Civil War General and Adjutant General for Lincoln. Richard was born in Delaware, and he noted in the 1940 Census that he had graduated from the 8th grade. The family was living in Maryland in 1880 with Richard still in school, James as a machinist, and Henry as a Government Clerk. James married Sophia Stockbridge in Indiana in 1881 when surveying there, and Richard was still at home in 1886. Richard was a surveyor in Spokane in 1889, and James came there in 1890. They both soon moved to Colville, with James' family following. They both spent the rest of their professional careers living in Colville, much of the time in partnership with each other.

Richard partnered with a McFadden from 1889-91, surveying 10 subdivisions, including the townsites of Kettle Falls and Meyers Falls. He received a small Contract by Special Instructions to survey three fractional sections across the Columbia from Marcus in 1892, and was living at that time with his brother and his family. Richard was Stevens County Surveyor in 1893 and surveyed 8 more plats from 1904-10. He surveyed 9 Mining Claims at Curlew from 1898-1904. James surveyed a State Highway from Newport to Orient for 6 months in 1907. While living in Colville in 1908, Richard created a map of the area for use by settlers.

Richard surveyed 17 more Claims from 1907-1911 at Ruby, Kettle Falls, Pierre Lake, and Chewelah. Between 1911 and 1930, Richard would go on to survey 56 more Claims in Northeastern Washington. He went to the Spokane Indian Reservation in 1909 to survey Indian Allotments under Clair Hunt. Richard returned back East to bring his father to Colville in 1908, where he lived until he died in December 1909. His father had been injured in the collapse of the Ford Theater in 1893. After his death, Richard accompanied the remains back to Washington, D. C. for burial beside his wife and daughter. On the way, the train derailed in Illinois, plunging over a 15 foot embankment, and Richard was injured.

Much of the year 1911 was spend engaged in surveying and in charge of construction of a large power plant at Ymir, B. C. James' house was foreclosed in 1912. Richard was elected Stevens County Engineer in 1912 and 1914 as a Democrat, from a family of Lincoln Republicans. The year 1917 was spent surveying a powerline from the Canadian border to Northport, a distance of 7 miles through rough country. Sophia died in Colville in 1914, and James died there in 1932. Sometime between 1930 and 1940, Richard moved into the Odd Fellows Home in Walla Walla, and died there in 1941. He had been active in the Odd Fellows. There is no record of Richard marrying, although a personal letter to James indicates Richard was having an affair with a married woman in British Columbia in 1900.

The family papers and letters were preserved by Richard's father, and passed down through James and his children. Recently they have been sold piecemeal on EBay to collectors. One of the letters by Richard's Father was to James about how he was ashamed of Richard, and was probably about his politics.

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**Thompson,  
David Preston**

*1834-1901*

Rep

Comp

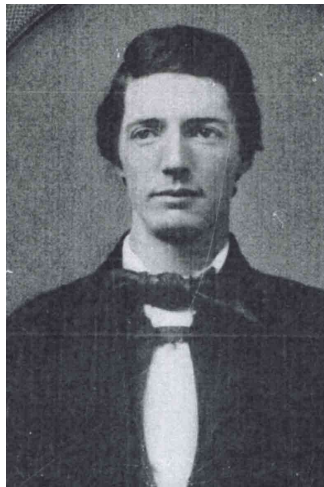
Contract 50            1860

(Compassman for  
Jared Hurd and  
Hamilton Maxon)

to

Contract 60            1861

(Compassman for  
Hamilton Maxon)



c. 1860

David was born in Cadiz, Ohio, the son of a miller, was trained as a blacksmith, and walked across the Oregon Trail in 1853. He financed his trip on the Oregon Trail by shepherding a flock of sheep all of the way to Oregon. After cutting wood and working as a blacksmith's assistant, he obtained a job in the winter of 1854 as a chainman for La Fayette Cartee, surveying DLCs along the Willamette River between Portland and Oregon City, and surveying the exteriors of the township at Camas.

He received his first Contract in Oregon, a Claim Contract, in 1856, and surveyed claims and townships nearly continuously until 1872, receiving 23 Contracts. When La Fayette Cartee, the old friend of David and his brother Allen, was appointed Surveyor General of Idaho in 1867, both of them started surveying Contracts there. David surveyed Contracts in Idaho from about 1869-1875, totaling about 65 townships, with many of them Indian Allotments.

He used compassmen on much of his work, including USDS John David, USDS John Meldrum, USDS Allen Thompson, USDS Matthew Murphy, and USDS George Newman. David stopped surveying when he was appointed Governor of Idaho in 1875, but Allen continued until at least 1883. David held a Joint Contract with his brother-in-law, John Meldrum and nephew, Rufus Moore in 1879, but did not take to the field himself. Nearly all of David's Contracts were on the East side.

In 1859 he extended the Baseline East to the Blue Mountains, and surveyed the Columbia Guide Meridian North, almost to the Columbia River. Right after that, he was a compassman for Jared Hurd and Hamilton Maxon as part of WA Contract 50 to continue the Columbia Guide Meridian North to the Big Bend of the Columbia River in Eastern Washington. At the crossing of the Snake River, he made an error of 7 chains North by 15 Chains East, that is perpetuated today. He returned in 1861 to again be a compassman for Hamilton Maxon on Contract 60 in Washington. David surveyed portions of 8 townships along the Columbia, across from The Dalles and Boardman. As a Republican, he was the wrong political party to get his own Contract in Washington until after 1861.

His political activities included: Oregon State Senator 1866-72; Governor of Idaho Territory 1875-76; Oregon Legislature 1878, 1882, 1889; Mayor of Portland 1879, 1881; Elector and Delegate to the Republican National Convention 1884; Republican Candidate for Governor 1890; Ambassador to Turkey 1892-93; and ten years a Regent for the University of Oregon.

David was an active and industrious businessman, and those ventures included: built the first RR in Oregon, around Willamette Falls at Oregon City; manager of Oregon City Woolen Manufacturing Co. 1866-68; member of the Willamette Falls and Locks Co., which built the locks in 1873; President of the Oregon Construction Co., which built much of the ORN RR; V. P. and a director of ORN RR; mail contracts 1872-78; organizer and President of Oregon Saving Bank; President of Commercial National Bank; and Director of 15 other banks.

In addition to a luxurious house in downtown Portland, David and Mary maintained a large farm at Fishers Landing in Clark County, WA, where their epileptic son, Ralph, spent much of his time until he died there in 1945. David had just started on a trip around the world, when he became ill, returned to Portland, and died there a short time later of anemia, due to stomach issues. The stock of the D. P. Thompson Company would later be valued at more than \$500,000.



His son, Ralph managed the farm at Fishers Landing in Washington. Daughter Bessie was, among other things, the European correspondent for Outlook Magazine, and married a prominent attorney. Daughter Genevieve went to several colleges, mostly in Europe, and passed the bar, being qualified to practice before the Supreme Court. He has two statues in Portland in his honor, and claimed the naming of Bully Creek in Malheur County because of his crew shouting "Bully, Bully!" when he fell into the creek. David was 6' 2" tall with black hair. (biography) See WA GLO Surveyors for the maintained version of this biography.

---

**Thompson,  
Philip Rootes**

1831-1918

Dem

EX

Special Instructions 1859

to

no more

Philip was the grandson of Philip Rootes Thompson, a U. S. Congressman from Virginia from 1801-1807. His uncle, Robert Thompson was also a Congressman from Virginia and was appointed a U. S. Land Commissioner in California by President Pierce in 1852. His father, Philip II, migrated to California in 1852 with his family, was appointed as a judge in Sonoma County in 1854, and was a farmer in Woodlands in 1860. Philip III was a chainman for William Carlton in Washington in 1858, and for Smith and Hurd in 1859 for several townships.

Philip III was also appointed the Examiner of the surveys of Smith and Hurd at the same time that he served as a chainman. Coincidentally, Isaac Smith and the Rootes family were all from Fredericksburg, Virginia. In 1860 the family moved to San Francisco for health reasons, where Philip II died in 1864. Philip III was an inspector at the customs house in San Francisco in 1861, living at home. Philip III was a surveyor from 1869-80 in San Francisco, and worked for California Highways in 1888. He was a surveyor in the 1900 census. Philip spent at least the last 8 years of his life from 1910-1918 in the "Relief Home for the Aged and Infirm" in San Francisco."

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**Thompson,  
William P.**

1822-1907

Dr/Clerk

Clerk

1859

to

no more

William was born in New York, and by 1859-60 he was a Clerk in the Surveyor General's Office of William W. Chapman in Eugene, OR. He married in 1860 to Priscilla, and they had no children. He lived in Boise, ID as a deputy Clerk for the District Court in 1867, just two doors from Idaho Surveyor General, and old friend, La Fayette Cartee. Cartee was appointed Surveyor General of Idaho in 1867, and William was named as Chief Clerk. He held that post until 1874 when he was named Register of the Boise Land Office.

William apparently left Boise by 1882, when he had an unclaimed package from his mother. On the side, he had produced a map of Boise in 1871. He was a surveyor for the U. S. in 1900, living with Priscilla in Front Royal, Virginia.

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**Thomson,  
Reginald Heber**

*1856-1949*

USDMS

Mineral Surveys 1890

to

Mineral Surveys 1896

(probably by

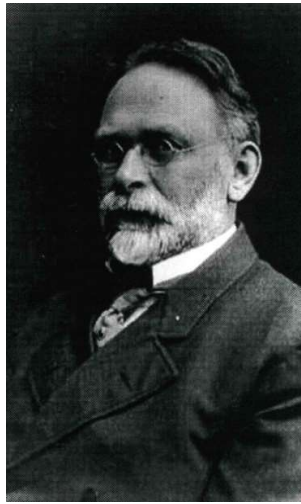
Clarence L. White

as compassman,

since Thomson was

City Engineer of

Seattle at the time.)



1908

OR PE 752. Member ASCE. Reginald was born in Indiana and educated there, until he graduated from Hanover College in 1877, where his father was a professor of mathematics and engineering. He followed his father to the Healdsburg Institute in Pasadena, CA, and taught mathematics there and at Alexandria Academy. In 1881 he moved to Seattle where his aunt, Mrs. George F. Whitworth lived, and soon became Assistant City Surveyor of Seattle.

Reginald entered into a partnership with Frederick H. Whitworth, his cousin, who was City and County Surveyor at that time, known as Whitworth and Thomson. He became locating engineer for the SLS&E RW in 1886-89, and was a private engineer and mining engineer from 1889-92. He surveyed 13 Claims East of North Bend in 1890, most of them for Robert Guye. He surveyed a stone mine on Orcas Island, a placer Claim at Selleck, and two more Claims East of North Bend in 1892. At that time he was appointed City Engineer of Seattle, which he occupied until 1911. While City Engineer, he surveyed 19 Claims at Monte Cristo, but used engineer, Clarence L. White, as "chainman." Clarence was married to his cousin, and at that time was half of the firm called Thomson and White.

When he left the City, he became Chief Engineer for the newly created Seattle Port Commission from 1911-12. From 1912 until his death in Seattle, Reginald worked as a consultant, mostly for cities, counties, public improvement districts, provinces, and canal districts. He was elected to the Seattle City Council from 1916-1922, and was elected City Engineer for the second time 1930-31. He received a Masters Degree in 1887, a Doctor of Philosophy degree in 1903, and is the namesake of Broadview-Thomson Elementary School in Seattle. (biography)

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**Thorn, William  
Henry "Bill"**

1863-1963

USS

SES

Special Instructions 1906  
(7/10/1906)

to

Special Instructions 1910



c. 1890

Born in Iowa as the son of a farmer, William was in Iowa in 1870 and 1880; lived in Oklahoma Territory in 1890 and in about 1896; surveyed the Black Hills Forest Reserve in 1899 as a U. S. Surveyor; lived in Clifton, Wyoming as a civil engineer in 1900, living in a tent with his crew; was stationed out of Redlands, California beginning in 1902; and surveyed townships in Montana in 1904.

William married Jessie Grant Emmons in Tacoma, WA in 1908, both for the second time. He surveyed the South and East boundaries of Mount Rainier National Park in 1906 as a U. S. Surveyor. Two of Jessie's cousins were on the Rainier survey crew. He finished the Boundaries started by Abner Dunnington in 1908, acting as an Examiner of Surveys. His survey of the Park was acknowledged by the Surveyor General of California. William was a Special Examiner of Surveys for the GLO in 1908-10, in Washington, Oregon and California at least. He made 26 examinations in Washington from 1909-10.

From 1910 until 1912, he worked for the GLO surveying townships on the Fairbanks Meridian, following the controversy between the USGS and the GLO, where the GLO criticized the work of the USGS for using triangulation. It appears he found no discrepancies in the township exteriors surveyed by the USGS. He writes of his trip to Fairbanks from Seattle as taking a month; via Whitehorse, pulling sleds on the ice over Lake LaBarge, where they had to overnight on the ice without shelter; and via the Yukon River to Dawson, and then to Fairbanks. A boat he was on sank below Lake LaBarge, and they were picked up by a steamer.

From 1912 until 1963 when he died, William lived in Redlands, CA, and from at least 1921-1947 he lived in a house with citrus trees in the back yard. He was retired by 1930. He is the namesake of Thorn Point, Thorn Meadows, and Thorn Meadows Campground, all in the mountains of Ventura California. This is the maintained version of this information.

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**Tilton, Hanson**  
**"Hans"**

1833-1880

Dem

Dr/Clerk

Clerk

1854

to

no more

Hanson was born in Indiana, the younger brother of James Tilton and Clara Sheets. He was in the first group of Clerks to arrive in Washington in December, 1854, secured an office, and began the transfer of notes and plats from Oregon. James Tilton had been to Washington D. C. to be briefed and didn't arrive until March, 1855. Hanson was a crew member of Thomas Frost on the ill-fated Puget Sound Meridian in 1855. When the Indian War broke out in late 1855, Hanson mustered into Co. B, 1st Reg., Washington Volunteers, and there are letters from him at The Dalles in the State Archives.

Hanson was accompanying Deputy Surveyor John J. Lowell, carrying a dispatch to Steilacoom, and they both proceeded to cross the flood-swollen White River. Lowell's horse sank, drowning him, and Hanson slipped off his horse and caught the tail, and was pulled to shore to safety. After the War, Hanson and fellow Clerk and cousin, Edward Gibson, went to the gold rush at the Fraser River in 1858. They bought a boat to transport supplies for the miners, but it and the cargo was confiscated by the Hudson Bay Company. They were also noted doing some mining themselves. He reports in one letter of bringing 220 oz. of gold dust out. Hanson and a partner made the Lowhee Strike in 1861 on Burns Creek near Williams Creek, but were overwhelmed by other miners. Within a month, the miners had taken out 48 lbs. of gold.

Hanson was in Rocklin, Placer County, California in 1868, and by 1870, Hanson was deputy pension clerk in Madison, Indiana, living with the family of his other brother, Mark Tilton, who was the Pension Agent. This was the County where the Tilton family had been living in 1854. Hanson was named a Notary Public in 1879, and died in Madison in 1880, where at least three of Hanson's siblings are buried.

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**Tilton, James**

1819-1878

Dem

S G

Surveyor General 1854  
of Wash.

to

no more



James Tilton was born in Delaware and received an engineering education somewhere. His father was the Surgeon General during the War of 1812, and had served in the Continental Congress from Delaware. James was a Major in the Mexican War and was wounded at Chapultepec. He married Isabella Hanson Adams in Wilmington in 1848. He was a civil engineer in Madison, Indiana in 1849, until his appointment as Surveyor General in August, 1854.

His brother, Hanson, and six other Clerks came first in December, 1854 across Panama. James arrived in San Francisco in February, 1855, having sailed around Cape Horn in The Phantom with his wife, children, sister Clara Sheets, nephew, Thomas Frost, sister Sarah Frost, James Tilton Sheets and a slave, Charlie. James had gone to Washington, D. C. for instructions. He left right away for Olympia and sent the rest on to Olympia later, arriving on March 30, 1855, some two weeks after James. James was a signer of the Point Elliott Treaty and the Quinault Treaty in about 1855.

The Willamette Meridian had been extended to the Sound, and many townships were already surveyed south of Olympia. He determined, in order to speed up the surveys near Seattle, to create a new Meridian, the Puget Sound Meridian, and had it surveyed. The Commissioner in Washington, D. C. severely chastised him and made him undo it, changing it to the Puget Sound Guide Meridian. When the Indian War broke out a year after his arrival, he was named Brigadier General and Adjutant General, under Governor Isaac Stevens, and occupied his time doing that for about 2 years. Some Hudson's Bay settlers were accused of harboring Indians and were jailed by the Volunteers, who had declared martial law. When told by the Supreme Court that action was illegal, Stevens and Tilton jailed Supreme Court Justice Lander. All were eventually released.

James rewarded many who backed him at that time with survey Contracts. When Lincoln was elected, Tilton was replaced in 1861. The newspapers were critical of his pro-slavery views, and questioned his loyalty to the Union. He challenged John Miller Murphy to a duel. While a USDS, the future Surveyor General, Anson Henry, attempted to bribe Tilton with no success. The family slave, Charlie, escaped from Olympia in 1860 and stowed away aboard the Eliza Anderson, but was found before reaching Victoria. The British Government seized Charlie at Victoria and freed him. Tilton wrote that he had contracted to rent him from a relative in Maryland, Rebecca R. Gibson. She was the grandmother of Edward Gibson and the step-mother of James Tilton's wife.

James was an Olympia City Trustee in 1862, a Regent of the University of Washington from 1864-65, and ran for Congress, losing to Arthur A. Denny, whom he had replaced as the leader of Company A of the Volunteers. From 1866-67 he was Territorial Treasurer. In 1867 he was placed in charge of the Northern Pacific Railroad surveys in Washington, when they explored several passes across the Cascades, and built the line from Kalama to Tacoma. Jared Hurd and William H. Carlton worked under Tilton at this time.

In 1871 he was in charge of the Walla Walla and Columbia River RR, and in 1873 made preliminary designs for the city of Tacoma in a "grid" pattern. He filed the plat of Newaukum in 1872 in Lewis County, and in 1874 he completed the survey of a RR over Snoqualmie Pass. James moved to Georgia in 1874 and continued his private practice of civil engineering, designing improvements on the upper Coosa River. He was appointed Chief Engineer and Inspector for the water supply of Washington, D. C. and Georgetown, and was living there when he died in 1878. James is buried in an unmarked grave in Oak Hill Cemetery in Washington D. C. His wife Isabelle is buried in Ross Bay Cemetery in Victoria, B. C.

James is the namesake of the Tilton River in Lewis County, Washington, and of James Tilton Pickett, the artist son of CSA General George E. Pickett and his Haida Indian bride, born while Pickett was stationed in Bellingham in 1857. James was also the namesake of Fort Tilton in the Indian Wars. His son Edward was educated as a civil engineer and had a long career, beginning as engineer for the Canadian Pacific down Fraser Canyon. Another son, Howard, returned to Olympia and stayed there until he died.

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**Tower, Louis  
Lovell**

1871-1916

Fusion

Dem

USDMS

Mineral Surveys 1897

to

Mineral Surveys 1909



c. 1910

Member AIME. Born and raised in Ionia, Michigan, Louis graduated from Michigan Mining School in 1893 or 1895. He married Mamie Allen in 1894, but she died in June of 1895 at age 20. Louis started working as an inspector for the Corps of Engineers at Grosse Point, Michigan, then went to Cook's Inlet, Alaska as a mining engineer, and then to Northport, Washington by 1897 to work for the LeRoi Mining and Smelting Company.

Minnie Perkins from Colfax, and a graduate of Mills College in Oakland, California, became his bride in 1899. While partnering with Walter Bowen in mining engineering and surveying plats out of Colville, he was Stevens County Surveyor as a member of the Fusion Party from 1899-1903, with Walter Bowen holding the office 1903-05. He ran again at least in 1908 as a Democrat.

Louis was Northport City Surveyor in at least 1911, and completed Mineral Surveys of 36 Mining Claims in Northeastern Washington from 1897-1909. The 1910 Census shows him living with his family at Northport, but he died there in 1916 of a self-inflicted gunshot wound to the heart. Louis had been confined to a wheel chair for several years.

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**Townsend,  
Edward  
Candee**

1863-1946

Dr/Clerk

Clerk 1905

to

no more



1914

Edward was born in New York and attended Cornell for five years, receiving an A. B. with a special mention in mathematics in 1893, and went on to graduate school in mathematics there in 1894. He was inducted into Phi Beta Kappa in 1893, and was secretary of the mathematics club for the last two years. His thesis was "Systems of Coordinates."

He taught school in North Carolina and married Catherine Kurtz in Michigan in 1898; was a dry goods merchant in North Carolina in 1900; and moved to Olympia in 1904, where he was appointed to replace Joseph Hadsall as a Clerk in the Surveyor General's Office of Edward Kingsbury from 1905-06. He was a draftsman in the State Land Office in 1910 and 1920, became a civil engineer in the Land Office in Olympia in 1930, and retired in 1936. Edward and Kate lived in Olympia until Kate died in 1941. Soon Edward moved to live with his daughter in Wenatchee in 1942, which is where he died.

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**Treadway,  
Albert J.**

1823-1893

USDS

Comp

Dr/Clerk

Contract 68

to

Bond

Albert was born in Connecticut, and worked as a surveyor in Wisconsin in 1860, doing swampland surveys as a crewman for J. B. Whitelaw. In 1862 he received Contract 68 for one township and 8 DLC's at Port Townsend from Anson Henry. He used Gordon Henry and Francis Henry as chainmen, and George House, Jr. as axman. A month later, George House received Contract 70 for one township at Port Angeles, and Albert was the Compassman, with Gordon Henry and Francis Henry on the crew. Contract 93 for T16N R4E does not appear to have been surveyed by Albert. In the summer of 1862, he went on a prospecting trip to Idaho and Montana with Gordon, Francis and Dudley Henry.

Anson Henry appointed Albert as Chief Draftsman sometime before 1865. He continued in that capacity as Draftsman or Chief Draftsman from 1869-72 for Elisha Ferry until Elisha was appointed Governor, and Louis P. Beach became Surveyor General. Beach named David Clarke as Chief Draftsman, but Beach died the next year. When William McMicken was named to replace Beach, Albert was returned as Chief Draftsman. McMicken told Clarke that Albert had helped secure his appointment, but was very kind to Clarke after that. Albert remained as Chief Draftsman until McMicken was replaced in 1886.

Albert married Emma Quaymuth Quiemuth, a Nisqually and Cowlitz Indian girl of about 20 years of age, before 1876. She was the only daughter of Quiemuth, who was murdered in the office of Governor Isaac Stevens in 1856. He was the brother of Leshi, the famous Nisqually Chief, who was hanged shortly thereafter for his involvement in the Indian hostilities. Albert surveyed for a Canal down Black River towards the Chehalis in 1881, although the work was awarded to O. B. Iverson and William Jameson. Albert continued as a surveyor in Olympia until he died there in 1893 of kidney failure.



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## Truax, Sewall

1830-1894

Rep

Comp

USDS

Contract 169 (with 1873

Edson D. Briggs)

to

Special Instructions 1893



Born in Canada of American parents, Sewall moved with his family to Vermont in 1850, where he attended Norwich University for three years, and graduated in civil engineering. He left in 1851 to engage in surveying for railroads, until 1853 when he came across the Oregon Trail. He worked as a chainman for Ives and Hunt in 1854 in Washington and as a compassman for Anson Henry in 1853 in Oregon.

Sewall then became a compassman for Ives, Hyde and Lake in the Rogue Valley from 1854-55, and after that surveyed three Claim Contracts and four Contracts on his own in Oregon from 1855-58, in the Rogue Valley and the Southern Oregon coast. He served as a Major in the Oregon Cavalry during the Indian hostilities in 1855-56. At one time he was County Surveyor of Jackson County. He was a survey examiner for four Contracts on the Oregon coast in 1857-58. Sewall used small crews from a consistent pool of crewmen, and did the work himself on the surveys.

Sewall returned East to marry Sarah Chandler from Canada in 1861, and returned with his new wife to Jacksonville via Panama. In that year he raised a Company of Volunteers for the Civil War, the First Oregon Cavalry, and was named Captain. He was transferred to Fort Walla Walla as Major in charge, and then to Lapwai, Idaho until 1864. He left the Army and owned a store at Lapwai for several years with his brother Charles.

From 1865-67 Sewall was the engineer for Wellington Bird for the Lewiston, Idaho to Virginia City, Montana Wagon Road. Lewiston was the Idaho State Capital in 1865, and Sewall was twice dispatched to seize the State records to spirit them away to Boise. His nephew Edson Briggs arrived in 1873, and he and Sewall surveyed several joint contracts until 1880. Sewall also partnered with Levinus Swift and John Snow, and surveyed some on his own. In all, Sewall would be involved in 13 Contracts, totaling 247 townships and approximately 14,000 miles of line. They were almost all in Southeastern Washington, surrounded by Clarkston, Spokane, Moses Lake, and Pasco. His joint Contracts were shared in a checkerboard manner, and there is no record of him ever using a compassman. He notarized all of the oaths.

For some reason his last Contract, Number 270, has copies of rejected plats of 40 township exteriors at the National Archives. Sewell's half-brother, Stephen Truax, came to Washington briefly in 1880 and received a Contract. Sewall was a Member of the Washington Territorial Council from Walla Walla in 1883-84, serving as President, and by 1889 he was living in Spokane. He was appointed an Examiner of Surveys by the GLO in 1893, and he examined 9 Contracts in Washington. Sewall died in Spokane in 1894 of cirrhosis of the liver. His children were well educated. This is the maintained version of this information.

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**Truax, Stephen  
Pomeroy**

*1848-1924*

USDS

Contract 274  
(9/23/1881)

to

no more

Stephan was born in Franklin Vermont, the younger half-brother of Sewall Truax. His attendance at Vermont Conference Seminary was noted in 1869, and he came west by 1880 to temporarily stay with his cousin, Edson Briggs, in Columbia County, WA. He had three brothers already in Washington. After marrying Anna Mirard Shepard in 1875, he left his wife and two babies at home, ages one and two. He received Contract 274, dated August 23, 1881, for the subdivisions of five townships at Moses Lake.

At the same time, his uncle Sewall was surveying Contract 270 which was for the exteriors of 40 townships, and included those in Stephen's Contract. Sewall notarized all of the oaths for Stephen's Contract. Stephen finished his work in the fall of 1881, and was approved by June 1, 1882. He patented 160 acres of forested property 10 miles South of Dayton in December of 1881 by cash sale. In July of 1883, he patented another 160 acres by cash sale in the Palouse 5 miles West of Uniontown. Stephen returned to Vermont in time to sire another child which was born in November of 1883. That year showed him owning 20 cows on his father's farm at Franklin, Vermont. He was a farmer and local road commissioner in 1900, foreman on a state road in 1910, and working on a dairy farm in 1920. He died in Franklin in 1924.

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**Trumbull,  
William C.**

*1860-1923*

USDS

USDMS

Contract 546 (with 1899  
Hutson Niles &  
Archibald Frater)

to

Contract 553 (with 1899  
Hutson Niles and  
Archibald Frater)

Born in New York, William graduated from Cornell in Civil Engineering in 1882, playing football and baseball. He soon located at Gold Basin, Washington, near Silverton and mining interests. Before he left New York, he married his wife, Mary, in 1883. William filed a 154 acre homestead on the South Fork of the Stillaguamish River and patented it in 1895. By 1886 he lived in San Bernadino, California, and worked on the Central Southern RR. From 1893 to 1901, he farmed his homestead and surveyed mines, being employed by the Mother Lode Mining Company in 1902. He had been a chainman for Elmer Lenfest in 1893 and a chainman for Manford Lisher in 1894.

In 1899, he received a Joint Contract with Archibald Frater and Hutson Niles, both very political. They all shared the work, and all signed the oaths, on 4 townships West of Metaline on the East side, although they were granted their request to be relieved of one of them. The three received another Joint Contract at about the same time for two townships in the same area. both Contracts were examined by M. P. McCoy, and there are notes that Supplemental Instructions were issued. It also appears that they all returned in 1900 to do corrections with different crews. William was a civil engineer at Gold Basin, WA, in 1898, and a surveyor in Snohomish, WA, in 1900. Before he returned East in 1906, he was a deputy county surveyor in Tucson, AZ.

Returning to the East, he worked 2 years as Assistant Engineer on the NYC&StLRR in Conneaut and Cleveland, OH, and then deputy county surveyor at Jefferson, Ohio. From 1912-13 William acted as Assistant Engineer on sewer construction at Newark, N Y; in 1915 served as deputy county surveyor at Trinidad, Colorado; and from 1916-18 was resident engineer, Old Yuma Mine, Tucson, AZ. From 1918 until his death in 1923, he has resided in Oil City, PA as Assistant City Engineer. (biography)

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**Trutch, John**

*1828-1907*

Clerk

USDS

Clerk 1853

to

Contract 42 1858

(9/2/1858)



John was born on St. Thomas Island, Jamaica, where his father was a landowner and government official. The family returned to England in time for John and his older brother Joseph to attend school there, including Mount Radford College in Devonshire. Joseph left for California, and then Oregon in 1850, and encouraged John to follow, which he did in 1851. Together they surveyed Milton and St. Helens, OR, and a coal railroad. Joseph accepted the job as Chief Draftsman for John Preston in 1852 and John was named a Clerk for Charles Gardner in 1853.

John surveyed as a compassman for Harry Gordon and Josiah Preston in 1854, probably because he was trusted with the neophyte Josiah, the brother of the previous Surveyor General. John was awarded a Claim Contract in 1853 which was only for a few Claims in the City of Portland, probably politically motivated. In 1854, he was the first to survey Claims in Washington, on the Columbia at Woodland and St. Helens, and near Toledo.

While up in Lewis County, Washington, John was the compassman in 1854 for George C. and Charles T. Gardner, the inexperienced sons of Charles K. Gardner, again taking care of the neophytes. Joseph resigned his position so that he and John could accept a Contract together in 1854, including 13 townships between Forest Grove and Rainier, in which they employed compassmen for portions of the work. John generally surveyed his portions in his own person, while Joseph used David Thompson as

Another Joint Contract was given them in Oregon in 1856, including an offset Standard Parallel to the Coast between Rainier and Astoria, the Coast Guide Meridian, 36 Donation Claims, and 15 townships along the way. They employed three compassmen: Charles T. Gardner, the son of the Surveyor General; David P. Thompson; and Henry S. Gile, all existing or future Deputy Surveyors. Charles Gardner wrote to the Commissioner in Washington, D. C. of the struggles of the Trutches, having to pack all their supplies for 100 miles of line on the backs of their crew, because of the vegetation and steepness. Before the end of this Contract, Joseph married Julia Hyde, the sister of George Hyde and the sister-in-law of John Preston, and moved back to Illinois with John Preston.

John continued his GLO career in Washington under James Tilton in 1857 with Contacts 23 and 24 for 8 townships centered on Battleground. That was soon followed with Contract 28 for 2 townships at Yacolt and Chelatchie Prairie. John noted all the settler cabins that were deserted because of the Indian hostilities. Somehow, John surveyed the Saanich Peninsula Northeast of Victoria in 1858 for the British Columbia Government, dividing it into tracts, reserving some for Indians.

John next received Contract 32 in 1858 for 6 townships on Hood Canal near Port Ludlow, and Contract 33 and 42 for the exteriors of 9 townships at Sequim. He continued in 1858-59 with 12 townships near Bangor and Port Gamble. It appears he did all the work himself, with a varied but consistent crew, and notarized all the oaths. Alexander Coffey and John Newsom were occasional chainmen. In the meantime, Joseph had returned to England to lobby for a position in British Columbia, and returned with prospects for significant work. In July, 1859 he was awarded Contracts to do the Public Surveys in British Columbia at \$20 per mile. He asked John to join him, and they started the survey operation in British Columbia, beginning at the Initial Point near the present site of the Peace Arch at Blaine.

In 1862 Joseph was awarded a contract to survey and build a road up the Fraser River, leading to the Cariboo, and a bridge crossing the Fraser River at Alexandria. John help him with this project, and when Joseph was named Chief Commissioner of Lands and Works for British Columbia, he gave the toll bridge to John, who managed it for years, after building a house at Yale. Costing \$40,000 to build, Joseph was guaranteed the tolls from the road and bridge for 7 years, which amounted to \$10,000 to \$20,000 per year. Internet records show John returned at least to New York in 1864.

In 1870, John married Zoe Musgrave, the sister of the Governor of British Columbia. Joseph had negotiated British Columbia's entry into the Canadian Commonwealth, and was named Lieutenant Governor of Canada in 1871. He also had a promise that the Canadian Pacific RR would be built, and John had charge of several parties surveying alternate routes for that RR through 1876. Joseph was named Dominion Agent of British Columbia in 1880, in essence becoming Surveyor General, among other duties.

In 1889 John was named Land Commissioner for the Esquimalt and Nanaimo RW. He stayed in Victoria until his wife died in 1894, and by 1896 he was living at Willett House in Somerset, England. John and Joseph were both living at Willett House in 1901, with John's daughter Charlotte, a niece, Josephine Pender, and 6 servants. Joseph died there in 1904 and John in 1907.

The Trutch Bros. set a quarter corner in Clatsop County Oregon very near Fort Clatsop of Lewis and Clark. The corner was remonumented in 1882 with new bt's and rp's, one of which was a corner of a settler house. That settler noted the relationship of his house to Fort Clatsop. The corner was determined lost by a private surveyor in 1905 and set in error by measurement, with a 75 ft. error. The Fort was searched for in the interval with inconclusive results, until in 1993 when a private surveyor found the accessories to the 1882 reestablishment, and all the pieces fell into place. The Trutch's corner would have been within a very small search area, and the reestablished corner in error was illogical. (biography) See OR GLO Surveyors for the maintained version of this information.

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**Trutch, Joseph**

**William**

1826-1904

Dr/Clerk

DS in OR

Clerk 1852

to

no more



1871

Joseph was born in England, and then moved to Jamaica where his father was a land owner and government employee, but returned to England to attend school, graduating ultimately from Mount Radford College in Devonshire in civil engineering. He apprenticed as an engineer to Sir John Rennie, a prominent British engineer, assisting on the Great Northern and Great Western Railways.

He left for California in 1849, and after becoming discouraged there by the vulgar society after four successful months of business, moved on to Oregon. He surveyed the mouth of the Columbia, the townsites of Milton and St. Helens, and a coal RR on the Puget Sound at Skookumchuck. His younger brother John came to Oregon at Joseph's urging in 1851. In 1852 Joseph was named a Clerk and Draftsman in the Surveyor General's Office of John Preston at Oregon City, and continued into the regime of Surveyor General Charles Gardner. He resigned in 1854 to take Contract 50, with his brother John, to survey several townships between Forest Grove and Rainier. They shared the work, and David P. Thompson was a compassman for Joseph on this Contract for all his work.

They received another joint contract in early 1856 to survey an offset Standard Parallel to Astoria, Oregon, the Coast Guide Meridian, and several townships along the way. They again shared the work, and Joseph used the following compassmen: Charles T. Gardner, the son of the new Surveyor General; David P. Thompson; and Henry S. Gile, all future Deputy Surveyors.

Joseph married Julia Hyde, the sister-in-law of John Preston, in June, 1856 while working on the previous Contract, and left for Illinois in late autumn. While there, he developed land with John Preston, and worked as a senior engineer on a canal, again under John Preston. He went to England to arrange for an inheritance of 1000 pounds after his father died, and returned to Illinois to bring Julia back to England. While there, he lobbied for positions in British Columbia, and sailed there in 1859, where he received the Contract to survey the rural lands of the Lower Fraser River Valley, British Columbia at \$20 per mile. He requested John to come help him. Joseph completed a contract in about 1861 for the construction of the Harrison-Lillooet Road.

Joseph was awarded a contract in 1862 to survey and construct the Caribou Road across the Fraser River and up the East side of the river to Boston Bar. He was to receive the tolls for the road for 7 years. The 268-foot-span Alexandria Suspension Bridge was the gemstone of this project. Costing \$40,000 to build, it spun off \$10,000 to \$20,000 in tolls each year. He was elected a member of the Vancouver Island House of Assembly in 1861, and named Chief Commissioner of Lands and Works for mainland British Columbia in 1864. As a condition, he had to dissolve himself of his interest in the bridge, and gave it to his brother John. One of his titles was Surveyor General of British Columbia, and he also obtained that title for Vancouver Island in 1866. He built Fairfield House on 10 acres on the outskirts of Victoria, which became a social hub.

Joseph and John's mother and sister came to stay from England, and sister Caroline married Peter Reilly, a minister in the government. John married the Governor's sister, Zoe Musgrave in, 1870, and at that time, Joseph began representing British Columbia in the negotiations for entry into the Commonwealth. He did well enough to be named the first Lieutenant Governor of B. C. in 1871. One of the promises was for the Canadian Government to build the Canadian Pacific RR to connect B. C. with the rest of Canada. Joseph would have more power if B. C. stayed alone, but he was afraid B. C. would join the United States.

When in 1876, the Conservative Party was not in power, Joseph was not reappointed as Lieutenant Governor, and he and Julia returned to England until 1878, when the political situation changed. In 1880, he was named Dominion Agent for British Columbia, the agent of the Queen. This gave him the supervision of the construction of the Canadian Pacific RR, and control over the distribution of government lands. He retired from that position and all work in 1889, and was knighted by Queen Victoria at that time. Sir Joseph went back to England after that, but came back with his sick wife before she died in 1895, and then returned to England where Joseph died in 1904 at Hartrow Manor in Somerset.

In 1901, Joseph and John were living at Willett House in Somerset with John's daughter, a niece and 6 servants. Joseph was the namesake of Trutch, B. C., Trutch Mountain, Mount Trutch, Trutch Island, and Trutch Street in Victoria. Julia was the namesake of Lady Trutch Passage on the B. C. coast. Julia is buried in Ross Bay Cemetery in Victoria, and Joseph is in the Lydeard St. Lawrence Churchyard in Somerset. They had no children. (biography) See OR GLO Surveyors for the maintained version of this information.

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**Tull, Victor**

**Elisha**

1846-1921

Rep

Clerk

Clerk

1870

to

no more



c. 1904

Victor was born in Michigan, the son of an English immigrant farmer. He lived there until 1870, and then showed up as a Clerk in 1871 and 1873 in the Washington Surveyor General's Office of his uncle, Elisha P. Ferry. He was plagued by suits for collection of debt in the 70's and 80's. He was a chainman for Thomas Reed in 1876 at Elma. He worked for Black Diamond Coal Co. in 1880 and found deposits of good quality coal near Green River. Black Diamond began buying up coal lands, built a railroad, and went into production in 1885.

Victor was involved in mining interests the rest of his time on Puget Sound. He was in Montana in 1890, where he received a small survey Contract as a U. S. Deputy Surveyor, and also stayed active in mining near Helena. In about 1904, he was part owner of the Tubal Cain Mine on Copper Creek, South of Dungeness and West of Quilacene. It was a copper and manganese mine that had about 3000 feet of tunneling, but never made any money. He was involved in West Seattle development and was a member of the Board of the Wilkeson-Tripp Company, which was selling bonds in mining operations.

Victor had accumulated wealth along the way, and started wintering in California. He married divorcee Emily Luddington Rountree in Santa Clara, California in 1892, 14 years his senior, although in the census she reports herself as the same age as Victor. They were living in Seattle in 1900 and 1910 where Victor listed his occupation as "capitalist" and "mining owner". Victor and Emily travelled extensively, and spent the winters in California. He is the namesake of Tull City, Tull Pass, and Tull Canyon Creek near Iron Mountain on the Olympic Peninsula, and he owned 3000 acres east of Sequim. Emily died in 1917 in Oakland, California, and Victor in 1921, also in Oakland, leaving an estate of \$172,000 to his sisters.

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<p><b>Turpin,</b>  <b>Horatio Harris</b>  <i>1815-1864</i>          Dem          Ch Clerk          EX          Chief Clerk              to          Special Instructions</p>	<p>1854          1855</p>	<p>Born in Virginia, Horatio's family came to Kentucky before 1820. His father served in the Kentucky legislature and owned a 4300 acre farm in Gallatin County, approximately at the intersection of I-71 and the Warsaw-Sparta Road. He died in 1826, and Horatio inherited 10% of the farm in 1838. Horatio was educated at Hanover College at Madison, Indiana and was a classmate of George Whitworth. His father also had a regular correspondence with Thomas Jefferson, who was a close relative. He married Mildred J. Hawkins in Carrollton in 1848, but they had no children. There were children of relatives living with them in 1850, and Mildred had died by 1860, maybe even before Horatio came to Washington.</p>
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Horatio owned 11 slaves in 1850, but gave them up to come to Washington when appointed as Chief Clerk by James Tilton in 1854. He was in Olympia with his nephews as Clerks in December, 1854, long before James Tilton arrived. Tilton also named him to examine the ill-fated Contract of Thomas Frost to survey the Puget Sound Meridian in 1855. The Indian hostilities in Washington ended his career there, and he was back in Carrollton, Kentucky by 1858. He sold most of his inheritance in 1858 and 1860, plus significant acreage he had acquired along the Warsaw-Sparta Road,. Horatio was living with his aged mother in Carrollton in 1860. He died there in 1864 from an illness as a result of his trip from Washington Territory, probably either Yellow Fever or Malaria. He was the uncle of Peterfield Turpin, George Bright, and Adam Luckett.



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**Turpin,  
Peterfield**

1840-1891

Dem

Dr/Clerk

EX

Special Instructions 1859

to

Special Instructions 1860



Peterfield was born in Gallatin County, Kentucky into the historic Turpin family. He was living with his grandmother in Gallatin County in 1850. His father was Edward Augustus Turpin, who eventually became Minister and Plenipotentiary to Venezuela, 1858-61. His uncle was Senator Jesse Bright of Indiana.

Another uncle, Horatio, and two cousins became Clerks for James Tilton in his Surveyor General's Office in 1854, and Peterfield followed in 1858. He worked as a Clerk in the Surveyor General's Office under James Tilton 1858-1861, and examined the survey of Contract 27 of Thomas Berry and William Carlton in 1859, and then of Contract 44 of William Carlton in 1860. At age 21, he married 16-year-old Eunice Harned in 1861. He was a strong Democrat and was elected Sergeant at Arms for the 1866 Washington State Territorial Assembly, where he was branded as a Copperhead by the press. At the same time he successfully ran for Thurston County Auditor in 1866, but lost in 1868. Peterfield owned a store on the Indian Reservation at Neah Bay in 1870, and was an engraver in Olympia in 1878. He received a patent for a wheel in 1882.

Peterfield served as a member of the Washington Territorial Assembly in 1883. He lived in a house at 6th and Main in downtown Olympia, long after the area became commercial, and he was eccentric, including having a Chinese cook. He suffered a partial paralysis, probably a stroke, in about 1884, and never worked after that. His wife petitioned the court to appoint a Guardian for him in October, 1891, and Judge Keady was appointed by agreement. Peterfield had been wasting money on friends, and was taken advantage of by many. Eunice and Peterfield moved to Pasadena in early November, but he died on Christmas Eve at age 51. They had two children that lived to adulthood, and one of which, Frank, graduated from the California Military Academy and served in the Legislature. (biography)

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**Tweed, John  
Patterson**

1846-1915

Rep

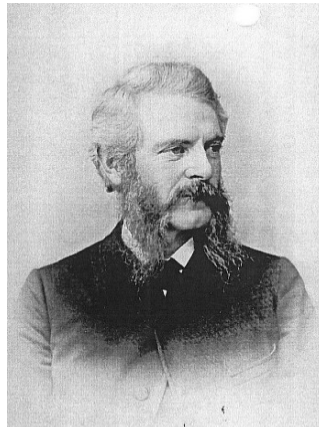
Dr/Clerk

Clerk

1879

to

no more



1885

John was born and educated in Cincinnati, Ohio until 19 years old. He was a clerk for 3 years, and had a part interest in a planing mill in Indiana for 3 years at a time when he married Dora Potter in 1867. They had one son that died as an infant and another that was born in 1886. John farmed for a year before coming to Olympia in 1872. His stay was brief, for he went to San Jose and clerked for the government for 5 years, before returning to Olympia in 1878 as a bookkeeper.

From 1879-1886 he was a Clerk in the Surveyor General's Office of William McMicken, and in 1888 was elected Thurston County Auditor for 4 years. He was denied the ability to claim a patent to U. S. Land in 1888 because he was a Clerk in the WA GLO office in 1883 with Herbert McMicken and Albert Treadway, when they all had filed for their Joint Claim on timberland. They all lost on appeal.

John and Dora were divorced between 1892 and 1900, and Dora and her son were living in their house in Olympia with a James Pierce as a boarder. She moved to Seattle in 1901, where she was living next door to James Pierce, and Dora and James married there in 1902, even though he was 10 years younger. Dora and James lived in Seattle the rest of their lives. John was a bookkeeper for the Tenino Stone Quarry in 1902 and then became Town Clerk for the City of Tenino until he entered the Masonic Home in Puyallup. He died in 1915 while a resident of the Masonic Home. (biography)

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**Valentine,  
Albert Lorain**

1868-1931

Rep

USDS

Contract 422            1893

to

no more



c. 1901

Albert was born in Iowa in 1868, and his family moved to California in 1875, where his mother died a few weeks later. She was the third wife of his father. Albert was sent to Seattle to live with a former brother-in-law, Samuel G. Benedict, where he obtained a public education through high school. His father remained in California until 1881, when he moved to Renton, Washington. There is no evidence he resumed care of his children, and after 1895, he returned to Iowa.

In 1886, Albert was employed in the survey party of the Puget Sound and Grays Harbor RR, and from 1887-90 in the employ of the Seattle City Engineer's office. He was an engineer for Port Townsend Southern RR and then with NPRR at the Seattle terminals. Albert was a chainman for Richard Stretch for several Mining Claims in the Cascade Mining District in 1892. He was awarded Survey Contract 422 in Whatcom County in 1893, but declined the job after the award and did not furnish a bond, resulting in cancellation. This was probably because he had obtained a job with The Oregon Improvement Company, lasting until 1899. Albert married Martha Alice Sidebotham in 1894, and they produced one son, Albert Jr. Albert's father was living in the Sidebotham household in 1885.

Albert worked at various industrial jobs until 1900, when he went to Nome, Alaska as manager for the Nome Trading Company, and also was an engineer on mining and ditch projects. Albert was elected Mayor of Nome in 1902, and returned to Seattle in 1903. In 1904 he was elected King County Surveyor, and served as King County Surveyor and Engineer until 1909. Between 1907 and 1909 he surveyed a dozen subdivision plats, some in partnership with Archimedes Fuller; was the County Engineer, and laid out many of the arterials of King County. He was a member of the Lake Washington Canal Commission in 1906, and from 1909-1916 served as Superintendent of Public Utilities for Seattle. He died in Seattle. (biography)

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**Van Eaton,  
Flavel Hunt  
"Frank"**

1834-1901

Rep

Dr/Clerk

Clerk 1891

to

no more



1865

Flavel was born in Illinois, and graduated from the University of Illinois in 1855. He attended the University of Missouri Medical School for three years before practicing in Virginia and Illinois. He married Hannah Cavanaugh in 1858, joined the Missouri Cavalry as a surgeon in 1862 and served until 1865, exiting the war as a Major. They moved to Kansas in 1870 where Hannah's brothers, Thomas and William were State Officials.

They followed Thomas to Olympia in 1890, and in 1891 both Flavel and Hannah were Clerks in the Surveyor General's Office of her brother, Thomas Cavanaugh. Hannah continued in the Office of Amos Shaw in 1893. Flavel was able to get a pension increase for himself in 1900, and for Hannah in 1902. Flavel was an invalid from 1897-1901, confined to bed for the last two years. He died in Olympia in 1901, and Hannah died there in 1912. (biography)

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**Van Eaton,  
Hannah Anna**

1835-1912

Rep 1891

Dr/Clerk

Clerk

to

Clerk 1893



Hannah was born in Pennsylvania, and moved with her family to St. Louis, Missouri in 1845. She was the sister of Thomas Cavanaugh, and married Doctor Flavel Hunt Van Eaton in 1858. He was a surgeon for the Union Army in the Civil War with the rank of Major. They were in Kansas when Thomas was Secretary of State and moved to Olympia to be with Thomas in 1890, and by 1891, both were employed as Clerks in the Surveyor General's Office of Thomas.

Her husband died in 1901 in Olympia, and she died there in 1912. They lived with their daughter at least from 1900-1912, at a time when the son-in-law, Frank Lang, was the Messenger in the Surveyor General's Offices of William Watson and Edward Kingsbury.

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**Van Vleet,  
Lewis**

1826-1910

Dem

Comp

USDS

Contract 1 (as 1855  
compassman for  
Justin Chenoweth)

(4/29/1855)

to

Contract 316 1885  
(cancelled)



Lewis was born in New York and moved to Michigan as a child, and in both places his father was a farmer. He later moved back to New York where he graduated from Oswego Academy, by working his own way through, and then came across the Oregon Trail in 1853. He was a chainman for La Fayette Cartee in 1853, for Anson Henry in 1854, and for Harvey Gordon and Josiah Preston in 1854, all in Oregon.

In 1855 Lewis was a compassman for Harvey Gordon in Douglas County, Oregon for three Contracts and for Justin Chenoweth in Clark County, WA, for Washington Contract Number 1, which began in Oregon for a portion. The Indian hostilities began in the fall of 1855, and Lewis served under William Strong's Company of Volunteers, participating in the non-battle of Battle Ground. He received a Joint Contract with William Strong in Washington in 1856 for 8 townships along the Columbia River from Woodland to Cathlamet. They both signed the oaths, and Lewis used John Newsom and his brother-in-law, Alexander Coffey, as chainmen. William Strong had been, and again would be, a Territorial Supreme Court Justice for Washington.

Lewis filed a Claim on Fern Prairie for 160 acres in 1856 at a time when he was Clark County Surveyor. He also married Elizabeth Coffey in 1856, and they settled down on his Claim in a log cabin. In the same year, Lewis was elected a Member of the Washington Territorial Council, 1856-57, and in 1859 was elected a Member of the House. A Claim Contract from James Tilton was awarded to Lewis in 1857 for 84 Donation Claims in Clark and Wahkiakum counties, and again he used Alexander as a chainman. He received two Joint Contracts with John Newsom in 1858-59 for 4 townships along the Cowlitz River at Castle Rock and 4 townships along the Columbia River between Washougal and Stevenson. They shared the work and both signed the oaths.

Six townships were surveyed in 1859 along the Columbia River in Clark County, including surveying Hudson Bay Property that had been bypassed earlier. Since Lewis was a strong Democrat, James Tilton gave him two more contracts at the end of his term for 4 townships at Goldendale and 5 townships at Touchet. Brother-in-law Terrel Coffey was a chainman, and also worked as a compassman for one township at Goldendale. With the Republicans coming into office, this ended the GLO career of Lewis for 12 years. While living in Vancouver, he constructed his classic farm house at Fern Prairie in 1861-62, with some of the parts shipped from Boston. He was a Justice of the Peace at Washougal from 1857-64, and superintended the construction of a bridge across the Washougal River in 1862.

The Legislature gave him a franchise for a ferry across the Columbia at Parkers Landing in 1864. He left his farm in 1868 and moved to Vancouver before moving to Kalama in 1871, where he stayed until 1878. For four and one half years of this time, he was a land grant appraiser for NPRR at Kalama, helping them with the million acres they owned. William McMicken was employed there from 1871-73, and obviously they worked together. While at Kalama, Lewis served again in the Territorial House in 1871. Even though McMicken was a Republican as Surveyor General beginning in 1873, he gave many Contracts to Lewis until William was replaced in 1886. Lewis had 23 contracts over a 30 year career, surveying about 100 townships.

He received his first Contract from McMicken in 1873 for 2 townships at Odessa and 4 townships at Sprague in Eastern Washington, with Terrel Coffey as a chainman for part of the work. Lewis surveyed allotments on the Swinomish and Port Madison Indian Reservations in 1884, with Ignatius Navarre as a chainman. From 1874-1878, he surveyed 27 townships on 4 Contracts generally near Sprague, and his crewmen were relatively consistent. He had purchased the David Parker Estate at Parkers Landing earlier, while acting as executor, and in 1878 built a fine home on the Columbia River there. Since he owned all the lots in Parkersville as platted by David Parker, he filed a new plat in 1878, changing the lot lines. In 1879-80, Lewis surveyed 13 townships in 2 Contracts generally Southwest of Ritzville.

Clark County surveyor Albert Blackwood was a chainman on all these townships. Lewis received Contract 262 in 1880 for 7 townships Southwest of Chewelah, again with Blackwood as chainman. The last Contract that he actually surveyed was for 5 townships in 1881 Southeast of Vantage. His last Contract was in 1885 for 11 townships at Grand Coulee, which was cancelled by Commissioner Sparks in 1886 because of its involvement with Special Deposits. Sparks cancelled many Contracts as a precaution against the rampant fraud in the GLO.

By 1880 Lewis and his wife had moved to Portland where they lived at 202 NE Graham St., which is now a historic landmark. His daughter, Louise, who graduated from Medical School at Ann Arbor, moved into the house at Parkersville. Lewis still owned the farm, and it remained in the family. Elizabeth died in 1905 and Lewis died in Portland in 1910. He began receiving a U. S. Veterans Invalid Pension in 1900. (biography) This is the maintained version of this information.

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**Van Winkle,  
Franklin Jason**

1868-1936

USDS

SES

Contract 578            1901  
to

Special Instructions 1903



OR PE 186. California C. E. 1255. Frank was born in Weston, Oregon, just after his family arrived there in a covered wagon. He graduated from Weston Normal School, received a Bachelors Degree from Harvard, and from 1891-95 was President and Instructor of Mathematics at the Weston State Normal School. He received his first Contract in Oregon in 1898 for one township Southeast of Cove.

Frank was a school teacher at Port Crescent, WA in 1900 and was awarded Contract 579 in Washington for 3 townships West of Raymond in April, 1901. He filed a patent for a 160 acre Homestead in 1903 just Northwest of Tollgate. Frank was indicted by the Federal Government in 1905 for "conspiring to enter into an agreement to defraud the Federal Government" in Oregon in 1902 in the Henry Meldrum/Rufus Moore Land Fraud Case. Apparently he was a Notary Public and falsely certified oaths. The case had not gone to trial by 1909, but a hometown newspaper wrote that the case had been dismissed in 1905. However, it was still pending in 1909.

Frank was listed as an Examiner of Surveys for the GLO out of Portland in 1905, 1907 and 1909. He examined 2 surveys in Washington in 1907, resulting in suspension of both Contracts. George Campbell had to resurvey about 15 miles of line, but in one instance he showed that Frank was wrong. From 1908-28 Frank was a government surveyor in Utah, Wyoming and Minnesota for the direct system, surveying Zion and Bryce National Parks, among other surveys.

Frank married 20-year-old Elzoa Steinmetz in 1908, but she died of peritonitis in 1910. While living in Portland he was a hypnotist, magician, mind reader, and wrote poetry for the Oregonian. He became involved with Emma Smith, a married woman, causing her to divorce her husband. After Emma died in 1918, there was a lawsuit brought by Emma's siblings against Frank. They alleged he hypnotized her and had her create a will giving everything to himself. He also had her deed him some property, and when she died four days later, he falsified the death record to try to avoid having the siblings find out that she had died. The estate was only worth \$3500 plus the property.

Frank was a Civil Engineer in Portland in 1920, before moving to Modesto, where he married Emma Deeney in 1921. Frank worked for the Modesto Irrigation District from 1928-1936, serving as Irrigation Engineer from 1832-36. He died of a heart attack walking through a field in 1936. This is the maintained version of this information.

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**Ventzke, Fred  
Ferdinand**

1870-1950

USDMS

Mineral Surveys 1902

to

Mineral Surveys 1902



1904

Fred was born in Wisconsin, received a basic education there, and graduated from the University of Wisconsin in Civil Engineering. He surveyed for railroads in the Midwest until 1896, when he came to Washington in the employ of GNRR. Two brothers were already there in the Methow Valley. Fred then worked for the Geological Survey until 1898 when he came to Okanogan County to take up a homestead on the North Fork of the Methow near Winthrop.

Fred lived in Slate Creek Mining District in 1900 and surveyed 9 Mining Claims there in 1902, and 6 Claims on the Upper Methow in 1903. He surveyed 7 plats in Okanogan County from 1901-13, and was deputy county surveyor in 1904. After his father died, his mother came to live with Fred until she died in 1919. While at Winthrop, Fred was a U. S. Land Commissioner and a U. S. Deputy Mineral Surveyor. He lived in Winthrop until he died in nearby Brewster in 1950, and never married. (biography)

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**Vickrey, Levi  
Cassity**

1853-1907

Rep

Contract 367 1891

to

Contract 392 1892

Levi was born and raised on a farm in Indiana, and stayed there until at least 1880, when he was a school teacher. He married Mary Kendrick in 1889, and in that year he was a surveyor in Tacoma, surveying two plats, and two plats in Pacific County under Vickrey and Shane. He was awarded Contracts 367 and 392 in 1891 and 1892, all in the coastal forests. Contract 367 in 1891 was for 4 townships near Grays Harbor and was dependent on Elijah Wade to survey the North line of T15N R7,8W.



This was accomplished in 1892, and Levi finished his survey. He received a good examination from William Elwell in January, 1893. Levi was challenged by the Commissioner at the last minute because the North line of T15N R7,8E differed by one degree from that of Elijah Wade. Elijah resurveyed his line, and reaffirmed that he was correct. It appears from the record that neither Wade nor Vickrey changed their surveys, and both were finally approved in 1896. Google Earth supports the fact that Levi was correct.

As County Surveyor in 1894, Levi wrote to the Surveyor General asking for a letter defending him from claims of incompetence based on Contract 367. He was running as an Independent for County Surveyor, and his Republican opponent was digging up dirt. He did win that election, and in 1895 was again examined by John Brophy. Brophy became lost for 2 days in the pouring rain, and almost died. Levi befriended him and nursed him back to health, in order for him to perform the new examination of Levi's work. Levi received Contract 392 in 1892 for two townships West of Mount Skokomish on Hood Canal and 4 townships in the coastal forest, but probably because of the controversy on his first Contract, he did not proceed, and the work was reissued to others.

In 1898, while at South Bend, Levi filed a patent for a lifting device. By 1900 Levi was in Redlands, California as a surveyor and homebuilder. He received two Contracts for several townships in 1906 near San Bernardino in Imperial Valley from the California Surveyor General, but appears to have died just before finishing them, although his wife did collect \$2871 in 1910.

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**Von Gohren,  
Ernest Louis  
Friedrich**

*1851-1931*

Rep

USDS

Special Instructions 1884  
(2/20/1894)

to

no more



Born in Tennessee, Ernest was educated as a civil engineer, and his father was a German immigrant, trained in horticulture. Ernest lived with his family in Greeley, Colorado in 1878, at the time he started across the Oregon Trail. He met his wife on the trail, and married Mary "Emma" Fry along the way at The Dalles, Oregon in October. From a quote from a book, his in-laws were "Judge Fry" and "his saloon-bustin' wife".

After following the Fry's to the Willamette Valley and then the San Juans, he was a farmer and a surveyor on Orcas Island in 1880. The Surveyor General issued him Special Instructions in 1884 to survey Crane Island, a small island on the Southwest side of Orcas Island. Ernest had a nursery, and was a specialist in fruit trees, planting and managing several hundred acres, including his own, as well as for others. He was appointed to the State Horticultural Board from about 1889-97 and was San Juan County Surveyor for several years. His parents came to live on Orcas Island in 1890, but left in 1894 to return to Colorado. Ernest lost 2 of his young daughters from cholera in 1893, just three days apart. Ernest and Emma were estranged in 1895 as noted in a letter. The economy had crashed in 1893, and irrigated Eastside fruit was cutting into the market.

There was a leap of some kind, and Ernest and his family, including Emma, were living in Seattle in 1900, where he was a landlord and a chainman for Charles Anderson. Between 1906 and 1908, he was buying and selling lots, and building houses. Between 1910 and 1930, he was most referred to as a surveyor or civil engineer, except in 1920, when he was listed as a poultry breeder in Kitsap County. Ernest and Emma were living with his son in Rose Hill in 1930, and he died in Kirkland. in 1931.

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**Wade, Elijah**  
**Luark "Elizie"**

1836-1910

USDS

Contract 359                      1891

to

no more



Elijah was born in Indiana, but was in West Virginia when he married Ann Arah Wade in 1853, and when he married Martha Thomas in 1857 after Ann died. He joined the Union Army in 1863 as a Private, serving until 1865, and mustered out as a Second Lieutenant. He stayed in West Virginia until at least 1874, working for awhile as a sheriff, and then joined his uncle, Patterson Luark, in Grays Harbor County, WA by 1880.

He was always a farmer, except in 1884 when he was a chainman for Samuel Berry, and in 1892 when he became a Deputy Surveyor when executing his Contract. This was Contract 359 for two townships Northwest of Brooklyn, of which he surveyed the exteriors of both, and the subdivisions of one. These two townships had originally been awarded to Francis Henry under Contract 334, but he failed to perform. Elijah Wade criticized Henry for trying to sell claims and locate parties thereon, wasting the provisions furnished by the settlers.

Francis relinquished the Contract and the two townships were awarded to Elijah. He was inspected by William Elwell with a good review, but after he was approved by the Surveyor General, the Commissioner telegraphed Olympia that there were errors in the South line of the survey. Levi Vickrey had been surveying the townships to the south at the same time and had turned his survey in with the same result, that his survey was suspended also. (The direction of the common line was a degree different.)

Elijah paid to resurvey at least part of what he had done, first by David Byles of one mile, and then by Robert S. Jackson of Aberdeen of the whole 12 miles. His line stood up against Vickrey, although Google Earth tends to support Vickrey. It appears that Vickrey also did not change his survey, but it was not approved until 1896. Two of Elijah's sons were on the original crew, which questionably included 9 men. Elijah was County Surveyor of Pacific County in 1890-91, at a time he created a plat of the Quinault Indian Reservation. He went back to farming and logging in Grays Harbor County at North River, and died in Montesano in 1910.

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**Wands,  
Charles G.**

1861-1904

USDMS

Mineral Surveys

to

no more

1903

Born in Illinois, Charles was raised in Nebraska on a farm until at least 1880, when he was still at home. He was a civil engineer in both Yakima and Kittitas County in 1885, when he worked for NPRR during construction. He married his wife Bernice in Weiser, Idaho in 1899, and by 1901 was living in Yakima. He was Vice President of an irrigation company in Moses Lake in 1903, and in that year, surveyed three Mining Claims Southwest of Leavenworth. Charles was the engineer for an irrigation project in the Wenas Valley in 1904, to extract water from the Klickitat River via a 35 mile canal, and was promoting it in 1904 in Tacoma.

Charles suffered a tragic accident in 1904 at Milton, WA, where he was returning from a presentation at Tacoma for that irrigation project. At 11:35 pm, he stepped from one Interurban car to another and fell in between. He was killed instantly and severed in two and mangled before the train stopped. They had difficulty retrieving the pieces of his body because of the electrification of the third rail. He was scheduled to go back East to raise money. His wife sued the RR in 1906 with unknown results.

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**Ward, Charles****Clarence****"Clarence"**

1866-1962

USDS

Contract 495            1896  
(5/9/1896)

to

no more



PLS 1085. Member ASCE. Born in Washington, Charles was the nephew of David Byles, Charles Byles and Thomas Mercer and the brother-in-law of Edward Meany. He lived on the Skokomish Reservation in early childhood, where his father was a teacher before moving to Seattle. His father served in the Legislature in 1879, and Charles graduated from the University of Washington in Civil Engineering in 1889. He surveyed for railroads, paper mills, and shipyards until 1892, when he went to Yakima for the Yakima and Kittitas Irrigation Company, which soon went broke.

That same year he surveyed for the Sunnyside Canal and helped lay out the town of Sunnyside. In 1894 Charles surveyed for the feasibility of generating power at Priest Rapids. During the tough times, his father secured him a job with the Geological Survey. At that position from 1895 to 1897, he surveyed in Portland, Coos Bay, San Francisco, the Salton Sea, and the Mojave Desert. Charles then ran the traverses and levels for the design of the Lake Washington Canal. In 1896 he was a chainman for James McPherson and Thomas Wyche on the survey of the South Boundary of the Yakima Reservation. Also in 1896, he received Contract 495 for a fractional township adjacent to the Yakima Reservation south of Mabton. His survey was suspended after an examination by A. Ward Morris, and reexamined. He was directed to do very minor corrections to the notes and plat, and was finally approved in 1900.

In 1902 Charles worked for George Cotterill in Seattle, and at age 37, married Harriott Scammell Olive in Cashmere in 1903. She was a 30 year-old Canadian that had graduated from Mt. Allison and had received a Master of Art from Radcliff. They subsequently had 5 children. He was: in Billings, Montana in 1903, in Corbett, Wyoming in 1907, the City Engineer of Wenatchee in 1910, a fruit farmer in Cashmere in 1920, a civil engineer living with his in-laws in Cashmere in 1930, and a civil engineer in Wenatchee in 1940. He surveyed a few subdivision plats in Chelan County up until 1936. Charles died in Vancouver, WA in 1962, at age 96, where he and his wife had gone to live near a daughter. (biography)

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**Ward, Ernest  
Eugene**

1845-1933

Dem

Special Instructions 1910

to

no more



Member AIME. Ernest was born in Minnesota, the son of a Canadian immigrant. He was still there in 1900 as a machinist in Minneapolis. By about 1905, he was attending Washington State University, where he received a B. S. in Mining Engineering in 1908. He married another WSU graduate, Nellie Olive "Ollie" Smith, in Pullman, WA in 1909 when he was working in Colville.

In 1910-11 he was in Orient, WA as a mining engineer for a gold mine. He was a bonded USDMS, without ever filing a final survey, and served as the president of the Orient Improvement Club. Ernest was headquartered in Bellingham, WA, working for the Silver Hoard Mines Co. in Anyox, B. C. in 1913-19. The family lived in Sagle, ID for a while. The 1930 census lists him as a mining engineer in Myrtle Creek, OR, where he bought the Chieftan Mine. Sometime the family moved to Talladega, Alabama where Ernest died in 1938. Shortly after that, his wife and children moved to a farm near the base of Steptoe Butte, WA.

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**Ward, Gilbert  
Mortier Carrol**

1845-1933

Dem

Rep

USDS

Contract 267 (with 1881  
Oliver B. Iverson)

to

Special Instructions 1893

Gilbert was born in Vermont, and from his 12th to 18th year, he lived in the Shaker community of New Lebanon, New York, a life of strict discipline, with study and manual labor intentionally crowding out all play. He enlisted as a private in the Civil War in the Vermont infantry, serving from 1862-65 with a brief status as a prisoner at Harpers Ferry in 1862, and ending as a Corporal. He settled in Michigan, and attended and then taught school, working at farming while lumbering and surveying. He married Rachel Ball in 1869, but after two children, she died in 1876. By 1876 he was in Washington where he was a chainman for Thomas Reed and Ross Shoecraft in the Olympics. He married Mallie Roundtree in Oakville in 1878, and worked as a farmer and a chainman for Ross Shoecraft in Mason County.

Gilbert received a Joint Contract with Oliver Iverson in 1881, a surveyor he had worked with for Shoecraft. They shared the eleven townships, with experienced Deputy Surveyor William Jameson as the Notary for all the oaths in the field. Gilbert surveyed a fractional township South of Oakville, and then moved across the mountains to sign the oaths for 7 townships South of Wenatchee. There was no reason for Jameson to be there all the time, and he probably participated in the surveys as a compassman. Later in 1881, Gilbert was awarded his own Contract in the coastal forests. Those were surveyed again with Deputy Surveyor William Jameson as the Notary in 1881-82. Jameson was a poor surveyor in his past surveys, stubbing the lines, and doing favors for timber companies.

At this time he received Special Instructions to survey 4 townships between Vantage and Quincy in March, 1882. The chief employee for the Benson Syndicate in Washington, Charles Sawyer, notarized the crew oaths, and the notes were in the mimeo format typical of the Syndicate. The notes said the survey was done in 1884. Given the choice between Gilbert actually doing the survey for the Syndicate, or just signing blank oaths, it is far more likely he just signed blank oaths. It certainly is his signature, but the timing of the survey would indicate he was not in the field.

Between 1883 and 1885, Ward received three Contracts on the Olympic Peninsula, mostly paid by Special Deposits. Two fractional townships North of Hoquiam and one South of Clallam Bay were surveyed without incident. T31N R10W on the Straits East of Pysht, which was surveyed by Compassman Thomas Wylie, was examined by Henry Martin and suspended. The letter said he meandered three streams beyond the width worth meandering.

That letter happened in 1887, and after an appeal by Ward, the Commissioner revoked the first letter in October of 1890, and Gilbert was paid. He had changed his notes to reflect the first letter, but then changed them back. Gilbert had appealed for the money, and the court said he was denied due process, and should have had a hearing. While waiting for his pay, he was sued twice for foreclosure of mortgages in 1886 and 1887.

Contract 341 was his last Contract, awarded in 1890, involving 5 townships in Grays Harbor and Lewis Counties. Townships T12N R5,6W were inspected, rejected, and ultimately approved in 1896 after corrections in the field in 1894. He had used Compassman Charles F. Hill for the work. Charles was a graduate of Penfield Academy in New York, and had recently arrived in Hoquiam. Township T13N R6W was inspected first by James Dewitt in 1891, who said that "no surveyor depending on surveying for his livelihood would leave a survey in this shape", referring to the charges that the entrymen were sabotaging Ward's survey to prevent the timber company entrymen from achieving title. He suspected vandalism. A mill company had put a cabin on each quarter section hoping to get title. DeWitt noted that Clinton Pulsifer worked on this township for Ward.

Windom Spearin made another exam in 1892, and said it was good work, except that the bt's on the Standard Parallel were on the South side. He noted that a compassman had been used, inferring that it was Clinton Pulsifer. The Commissioner rejected T13N R6W and debarred Ward from further work. T21N R9W was inspected first by James DeWitt, who concentrated his exam at the Southwest corner of the township. There was an outstanding complaint by an entryman, and the Commissioner ordered a new exam.

Windom Spearin made a new exam and noted in 1893 that Ward started at a corner 1 1/2 miles East of the Southeast corner of the township instead of the correct point. As a result, his survey overlapped the township to the East by 1 1/2 miles. Gilbert resurveyed the entire township in 1894. In the meantime, Clinton Pulsifer had received a Contract to survey the township to the West, and did so based on the original version of Gilbert's survey. Clinton's was rejected, and he never resurveyed it, with the work being contracted to George A. Schwartz in 1895 as compassman, with Clinton getting nothing.

Township T14N R5W was examined without issue, and approved with the others. Ultimately, Ward was allowed to correct his work, and the Contract was approved in 1896, after a final exam by John Brophy in 1895, at which time he was paid \$3500, after a deduction of \$776 for his problems. Gilbert appealed the discount to the Secretary of the Interior, and he was paid the \$776 in May, 1896. However, major errors of up to ten degrees in angle, and ten chains in distance still exist in the field as disclosed by subsequent surveys. The Examiners complained of the conditions for their surveys, involving constant rain, rowing boats up the Humptulips River for miles, and long walks on muddy roads just to get to the exam site. They slept on the floor of settler's cabins when possible, and furnished their own food.

During the time of these surveys, Gilbert had been residing in Oakville and Elma. He was arrested and jailed in 1895 for threatening to kill his wife, with the results unknown. By 1900 Mallie was not living with him, and divorced him in 1909. Gilbert was a night watchman in a sawmill in Shelton in 1900, living with three of his teen age children. He was elected Mason County Surveyor in 1902, and was living alone as a surveyor for Mason County in 1910.

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**Warner, Edwin  
Hall**

1858-1927

USDMS

Mineral Survey 1901

to

no more

Member ASCE. Edwin obtained a degree in Civil Engineering back east, and was a civil engineer in Seattle in 1889-92, becoming a member of ASCE in 1891. He apparently was City Engineer of Seattle in 1892, when he charged that someone had changed grade stakes on the trunk sewer line on First Avenue. After that, he declined reappointment as City Engineer. Edwin married in Seattle in 1890 to Frances Ferguson, and reviewed a power project at Okanogan on the Salmon River in 1897.

In 1898 he was an engineer for the White Pass and Yukon RR, and then worked for the British in Yukon Territory. Edwin lived in Republic in 1900-1901 as a civil and mining engineer, where he performed his one Mineral Survey, and created a beautiful map of Republic. Edwin bought a large acreage parcel in the Philippines in 1898 and was challenged on title issues, but he prevailed in the Philippines Supreme Court in 1902. He designed the reinforced concrete public pier and sewer outfall at Santa Monica in 1908, and spent the rest of his career in California, living in Fresno in 1920, and in Burlingame in 1925. He wrote several articles for the ASCE Journals and for non-technical publications and newspapers. He died of a heart attack while at work at his desk in 1927.

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**Warren,  
Frederick Argo**

*1881-1965*

Rep

USDS

HES

USDMS

Special Instructions 1910  
(4/27/1910)

to

no more

Fred was born in Pendleton, Oregon and left school after the eighth grade. He was a surveyor in Chesaw in 1903, where he married Harriet Evans, 7 years his senior. He then was a surveyor in Spokane from 1906-10, and a Civil engineer in Coeur d'Alene, ID in 1910. He was in a partnership in engineering as Warren and Littleton in Wenatchee in 1908, doing irrigation design, when he first ran for County Engineer. He was County Engineer of Chelan County from at least 1913-15. He surveyed one Homestead Entry Claim above Index in 1910, one Mining Claim at Leavenworth in 1911, and five more there in 1917. Harriet died in Wenatchee in 1915, and he married Julia Leonard in Montana in 1917.

Fred was commissioned to the rank of Captain in the Corps of Engineers in 1918, and was discharged in 1919. He was working for the Bureau of Reclamation as an inspector at Electric City in 1940-42, and died in Wenatchee in 1965.

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**Watson, Jessie  
Edna Harlan**

*1867-1954*

Dr/Clerk

Clerk

1897

to

no more

Jessie Edna Harlan was born in Ohio, the daughter of a prosperous lumber dealer. She married William Parsons Watson in 1893 a year before he was named Surveyor General of Washington. Jessie had two children before she was appointed by her husband to be a Clerk in the office at \$900 per year. They moved to Portland, where Jessie had her third child. William worked again for railroads before opening an office in private practice in Nashville in about 1900. He was on a RR job in Seattle when he died in 1910 of pneumonia, and Jessie had to retrieve his remains. She continued to live outside of Nashville until she died there in 1954 and is buried in Mount Olivet Cemetery.



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**Watson, William Parsons**  
 1848-1910  
 Dem  
 S G  
 Washington 1894  
 Surveyor General  
 to  
 no more

Member ASCE. Born in Tennessee of Judge Samuel Watson and the daughter of Governor Marcus Morton of Massachusetts, William graduated in Civil Engineering from Yale in 1869. He worked for the Sycamore Powder Company, owned by his father and the du Pont family in Sycamore, Tennessee, in construction works until 1879, when he went out in the world. He was the engineer for the construction of sewer lines in D. C., surveyed for the Coast and Geodetic Survey in 1880, an engineer for NPRR in Montana in 1882, an engineer for Canadian Pacific RR 1884-86, and then Principal Assistant Engineer for GNRW 1886-88.

From 1888-90 he was with UPRR in the Northwest, with part of the time as the Chief Engineer for P&PSRR. From 1890-92 William was Principal Assistant Engineer for the Seattle and Montana RW in Washington before being employed by the Corps of Engineers to make surveys and estimates for a RR or canal around The Dalles. He married Jessie Harlan in 1893 in Seattle, just before he was appointed Surveyor General of Washington by Democrat Grover Cleveland in 1894. William appointed his wife, Jessie, as a Clerk in the Surveyor General's Office, even though she had small children at home. He brought two nephews in from Tennessee as Clerks, William and Frank Whitthorne.

When he was politically replaced in 1898, William returned to UPRR for the Columbia River Branch and for the Leamington Cut-Off in Utah. He was with the Missouri Pacific RW in 1903, and returned to UPRR in 1904 for the SJ&GIB RR. He was Chief Engineer for 300 miles of RR in Indiana in 1905 before he was employed by CM&SP RW in Montana.

William represented the 'Frisco RW in St. Louis in 1908 before taking on his last assignment in Seattle, where he was secretly investigating railroad issues. In August, he strongly endorsed Judge Thomas Burke for Senator, writing a lengthy letter in the Seattle Daily Times. He died in December in Seattle, suddenly at age 60 of pneumonia, and his remains were brought back to Nashville by his wife and daughter. He had maintained an office in Tennessee for 10 years prior to his death in Seattle. William was elected a Member of ASCE in 1887. (biography)

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**Webster,  
Robert Alonzo  
"Bob"**

1868-1941

Rep

USDS

Contract 385            1892

to

Contract 445            1894



Robert was born in Iowa of an English father and an American mother. The family soon moved to Clark County, WA in 1870, where they settled on a dairy farm near Fern Prairie. Robert remained on the farm and attended school until 1892, when he was assisting Manford Lisher, City Engineer of Vancouver. Robert obtained a Contract in 1892 to survey part of T3N R5E, a few miles northeast of the farm and South of Silver Star Mountain.

Robert submitted the notes in August, 1893, and they were returned for corrections. He corrected them and was examined by Alfred Ruth, another Deputy Surveyor, who did not disclose the large error in distance on one line, even though Ruth inspected that line. The exam prompted some questions, but he was approved in June, 1894. Robert stubbed everything, meandering around the township, but other than that did good work.

He received another contract in 1893 for T3N R4E in Dole Valley and T3N R8E at Carson. He was awarded maximum rates, and asked for an extension of time for snow. He was approved by the Washington Surveyor General in 1894, and the notes and plats were sent to the Commissioner. Robert used a better methodology in his survey than the previous one, but this time he was inspected by T. R. Hinsdale out of Washington, D. C. Robert did not receive the results until 1896. Hinsdale found a 7 chain error, but said the work was good, considering the almost impossible conditions. Robert was suspended and ordered to do an entire new survey of both townships. He had bonded his father's farm, so there was no alternative. He resurveyed the westerly two thirds of T3N R4E and at least some of T3N R8E in 1896. The old notes and plats are in the D. C. Archives.

He was approved and paid in February, 1898. Just after that, Deputy Surveyor Charles Homan found the north line of T3N R4E still not correct, but Webster had been paid, and Homan retraced the line, establishing a sectional correction line to the North. In the meantime, Robert had received another Contract for T31N R45,46E at Newport in 1894. He was examined again by T. R. Hinsdale and suspended, but was inspected again by fellow Deputy Surveyor, Alfred Ruth, and found to be correct. He was paid in 1896, although distortion exists in his work.

From 1894 until 1925, Robert did private surveying, and also served as Clark County Surveyor from 1899-1903, and 1907-09. with brief gaps. In 1901 he defended Manford Lisher in his battle with the GLO near Lake Merrill. From 1910-20 at least, he was also a prune grower at his farm near Proebstel in Clark County. In 1930 he was retired in Portland, and by 1935 was in a convalescent home at 3319 Main Street in Vancouver. He was still there in 1940 and died in 1941.

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**Wetzel, John**

*1860-1911*

Rep

USDS

Comp

Contract 474            1895

to

Contract 599 (with 1903

Irving Worthington

as compassman)



1900

John was born in Kentucky, and in 1882-84 worked for the Mississippi River Commission as a topographer. From 1884-88, he worked in construction in Texas, and then came to Coeur d'Alene for the OR&N. By 1889 he was a transitman for Riblet and Strack in Spokane. John married Nellie Scott in 1890, and at that time was employed as an engineer for Huber, Hough, and Trumbull. Nellie had been married in Montana, and had a son.

In 1892 he was in the Spokane City Engineer's office, and was Assistant City Engineer from 1893-97. John's first Contract was for two townships at Deer Valley in November, 1895. He was approved to begin in June, 1896, and finished by March, 1897. He used two separate crews, with experienced Deputy Surveyor Irving Worthington as the moundman on one crew (probably the compassman). Irving had been a chainman for Benson surveyor John Ashley in 1891. John was examined by A. W. Morris in 1897, and after some corrections to the B. T.'s, he was approved. He received another Contract for one township at Ruby in Pend Oreille County, and it was surveyed in 1899, examined in 1900, and approved.

The last Contract of John was for two townships at Oroville in early 1903. He was approved to begin, but in June he asked for the survey to be performed by Irving Worthington as compassman, and the request was granted. The work was examined by M. P. McCoy in 1904 and 1905, and after several corrections to the notes, it was approved in 1906. John was elected Spokane County Surveyor from 1898-1901, doing private and GLO surveys at the same time. He held the positions of President of Spokane City Commissioners, President of the Board of Public Works, and Superintendent of Water Works in 1909. He was Chief Deputy County Engineer in 1911 when he died at age 51.

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**Whealdon,  
Joseph Alfred  
"Joe"**

1847-1917

Dem

USDS

Contract 208 (with 1875  
Henry Gile)

to  
Contract 303            1883



Joseph was born in Ohio, and went to Illinois by 1847 with his family, where his father died in 1850. He lived there until at least 1860, and moved to Ilwaco, Washington with his brother, Isaac, where his uncle "Ike" had a DLC. Ike recommended that Joseph and Isaac go to the Naselle River Valley, and they explored that option in a rowboat. Joseph filed a Claim on tidewater, and Isaac filed one above that.

They both perfected their Claims, but were living together in 1880. Both Joseph and Isaac were chainmen for Henry Gile in 1873. Joseph received a Joint Contract with Henry Gile in 1873 for three townships, two at Naselle, and one at Nemah. One at Naselle was surveyed by both, and the other two were surveyed by Gile. Both brothers perfected their Claims in 1880, and Joseph moved in with Isaac, because Joseph's Claim was on the lower river and was wet in the winter. From 1880 until 1917 he was living on the farm at Naselle, WA, as a dairy farmer, carpenter and part time surveyor. Isaac moved out, and Joseph bought his Claim. He had a family living with him for awhile, but when they moved, he wrote of being lonesome. He received a Contract on his own in 1884 for two adjacent townships North of Grays River.

They were surveyed by two completely different crews in 1884, and one of them included Columbus Brock as a chainman. Columbus was a timber cruiser, affiliated with timber interests, and later would be a compassman on the same township seven years later for Clinton Pulsifer. Joseph was Pacific County Surveyor in 1890, surveyed Bay Center in 1891, and was active in Democrat Party politics. In 1891 he published a book, "About Money", which discussed the plight of the farmer. He married Emma Wallace, an English immigrant and school teacher at Naselle in 1894. She was 20 years his junior, and her father officiated at the ceremony. They had five children. After Joseph died, Emma kept the farm for years, and died in a Dallas, Oregon nursing home at age 90 after remarrying 4 years prior. (biography)

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**Wheeler, Galen****Henry***1861-1922*

Dem

USDMS

Mineral Surveys 1902

to

Mineral Surveys 1907



1908

Galen was born in New Hampshire, and as a student in Boston in 1880, he clerked in a store. In 1890 he was awarded a Joint Contract with Paul Bickel for 5 townships in Montana. He married Emma Rosabelle Shafer in Missoula in 1891, but she died 7 months later. His two brothers came to Montana to file homestead claims in the 1890's. He remarried in 1895 in Montana to Henrietta McClung, a relative of his first wife.

By 1900 Galen was in Conconully, Washington as a mining engineer, where he lost a race for County Surveyor. Galen surveyed 2 Mining Claims on the Salmon River in 1902, six at Ruby in 1904, and two at Mount Chopaca in 1907. He used his brother, Albert, as chainman on all the surveys. From 1911 to 1915 he surveyed 45 additional Claims in Northeastern and North Central Washington. He worked on a survey party to resurvey the International Boundary in 1904, and in 1907 was an Okanogan Deputy County Engineer for his brother, Albert, who was County Engineer at the time.

Galen's wife Henrietta filed for divorce after 1900, and when she won, Galen took it to the Washington Supreme Court and won in 1905, although they were divorced by 1908 when he married for the third time to Frances Maude Brown. Galen was the engineer for an electric RR in Spokane in 1907. Both Galen and his brother, Albert, were involved in mining as owners at Conconully in 1915 and 1918, but Galen had moved to Deming as an engineer and land surveyor in 1920. He died in Santa Clara, California in 1922 where he was working as a civil engineer near his brother Albert.

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**White, Arthur  
M.**

1858-1919

USDS

Contract 264 (with 1880  
Edson Briggs)  
(10/25/1880)

to

Contract 285 (with 1882  
Joseph M. Snow)  
(10/10/1882)

Arthur was born in Iowa, and came west to Fidalgo in Skagit County in 1872 with his family. From then until 1876, the family cleared land and proved up on their homestead. His older brother by one year, Clarence, attended the University of Washington in the winter until 1879, and then moved to Spokane. Arthur was a student there in 1878 and returned in 1882. He was listed as a carpenter in Columbia County in 1880, as a neighbor to Edson Briggs and Stephen Truax. He was awarded three Contracts on the East side between 1880 and 1882, one with Edson Briggs, one on his own, and one with Joseph Snow.

The Contract with Edson Briggs in 1880 was for 9 townships Northeast of Ephrata and 3 townships South of Cheney, and they shared the work. The Contract on his own in 1881 was for three townships at Moses Lake and four townships North of Coulee City. His last Contract with Joseph Snow in 1882 was for three townships at the junction of the Snake and Columbia Rivers which were surveyed by White, and two townships just North of Spokane, surveyed by Snow. He was not examined in any of his work. Joseph, Arthur and Sewall Truax were all sued for the collection of a promissory note in Walla Walla in 1886.

Arthur was in the consulting business in Anacortes in 1883, and surveyed for the County. Arthur and his brother, Clarence L., were living with their parents in Skagit County in 1885 and 1887. Also in 1887, Arthur was removed from his political post of customs inspector, and was listed as working for a construction company in Seattle. His well known brother, the son-in-law of George F. Whitworth, was doing a lot of surveying and engineering around the Sound, and Arthur may have been working with him.

He was listed as a bridge carpenter in Klickitat in 1900, probably for the new RR, and in 1902 was in charge of the survey of the Alaska Central RR from the mouth of the Chulitna River to the summit of Caribou Pass, a distance of 200 miles. He was back in Seattle in 1902 as deputy county surveyor, the proprietor of something called "White's Exchange" in 1901, and in a partnership called Solem and White in Seattle in 1905. His location for the next 13 years is unknown, and he died in 1919 in Tucson, Arizona and was a resident of Texas. His extate was processed by his brother in Mount Vernon, and he buried in Anacortes. Arthur never married.

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**White, Charles****A.***1830-1898*

Comp

Clerk/Dr

EX

USDS

Contract 46 (as 1859

Compassman for

Isaac Smith and

Jared Hurd.)

to

Contract 229 1877

(6/14/1877)



Charles was born in Sweden and was first listed as a compassman for Isaac Smith and Jared Hurd on Contract 46 in 1859 for up to six townships between Seattle and Everett. He was in Olympia by 1861, witnessing a signature in the Surveyor General's Office of James Tilton. He examined Nathaniel Terrill's Contract for 4 townships North of Shelton, found it not in compliance, and was named a Compassman to redo it.

Charles was County Surveyor for Walla Walla County in 1864. He received his own Contract near Yakima in 1865 for work not completed by Francis Henry. This was Contract 82 for 16 townships exteriors, and a few subdivisions, surrounding Toppenish. He was a surveyor in Olympia in 1870, where he created a Grand Map of the State of Washington showing all the features and surveys to date. Charles returned to Walla Walla as County Surveyor in 1871 and authored a report on exploration from the Yakima River to Pend D'Orielle for NPRR in the same year.

He was back living in Olympia in 1873, again as a surveyor, when his old friend, Isaac Smith, came to visit. Isaac had served as an officer for the Confederacy, and as an engineer in Mexico and the Western United States after the War. Apparently Isaac wanted to do another Contract, but was barred from federal work because of his Confederate history.

Surveyor General William McMicken, a friend of Isaac from NPRR service, put together the deal that David Clarke would be the namesake of a Contract to Smith, and that Charles White would survey an adjacent Contract and monitor the situation. Ross Shoecraft and James Tilton Sheets were compassmen for White even though he was there. Sheets returned the next year as Compassman to finish and correct two townships. Clarke noted that he spent time teaching Sheets how to do GLO surveys, and did not finish all of his Contract. Charles was a County Commissioner of Walla Walla County in 1874, and made a location survey of a RR from Olympia to Tenino. He received Contract 229 in 1877 for 12 miles of the 4th Standard Parallel at

Charles was transitman under I. S. P. Weeks on another survey party in 1879, surveying a line from Priest Rapids to Spokane. Future Deputy Surveyors Erich Gaertner and William Maxwell were in that party. Charles had charge of another party surveying from Goble to Portland in 1881. He was a civil engineer in Tacoma in 1885-90, and in 1888 at age 59, he married for the first time in Fresno, California to Elin Mathilda Catharina Wilhelmsdotter, a 32 year old from Sweden. While in Tacoma, Charles and Elin were involved in the Theosophical Society. Charles sued for a divorce in 1892 because Elin would continually go into fits of jealousy, becoming violent and be publically embarrassing. She received a generous settlement.

She soon remarried to a Dr. Salzer from Calcutta, and continued working for the Society, translating documents from French. The doctor died in 1908, and she lived a good life all over the world after that, dying in England. Charles was retired in Seattle in 1892, and died there in 1898 of "senile decay". He left his entire estate to the Theosophical Society to be used to transcribe ancient Hieratic Scriptures in India. The Society supervised his cremation in San Francisco. His estate was administered by a new law firm, probably with a connection to the Society. One thousand acres in his estate on Henderson Bay was transferred to a Socialist Cooperative. His will was challenged by an unnamed party claiming to be sole heir, probably Elin, but was upheld in court. In addition to White Pass, he is the namesake of White Street in Tacoma.

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**White,  
Clarence Little**

*1857-1941*

Rep

Comp

Mineral Surveys      1896

(probably as  
compassman for  
Reginald H.  
Thomson.)

to

no more



Born in Iowa, Clarence moved to Anacortes, Washington in 1872 with his family. He was the brother of Arthur M. White, the son-in-law of George F. Whitworth, and the brother-in-law of Frederick, John and James Whitworth. His wife Etta was also the cousin of Reginald H. Thomson. He attended the University of Washington in civil engineering, and upon leaving, went to Spokane as editor and manager of the new Spokane Times. He worked on a GLO field crew in 1880, probably for his brother, and for NPRR in Idaho, Montana and Washington in 1881.



Clarence returned to Seattle at the end of that year and worked for Eastwick, Morris and Whitworth, who were at the time resurveying Seattle. From 1887-89, he worked for SLS&E RR and then returned to Seattle as part of Thomson & White. That continued until Thomson was appointed City Engineer in 1892, and Clarence was on his own, but still partnering with Thomson.

Clarence married Etta Whitworth in 1890, and worked in land development after that, surveying at least 71 plats in King County. Clarence surveyed 19 mining Claims at Monte Cristo in 1896-98 as the unnamed Compassman for Reginald Thomson, while Thomson was working as Seattle City Engineer. Clarence was listed as a chainman. From 1899-1903, he was elected King County Surveyor.

Clarence was the engineer for the South Prairie, Carbonado, Renton and Newcastle coal mine RR, and represented the Puget Mill Company in King and Kitsap Counties, platting much of their land into acreage tracts. Among his projects were Laurelhurst and Alderwood Manor. He was retired in Los Angeles in 1930, but living with his son in Seattle in 1940, which is where he died in 1941.

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**White, David  
Henry "Dave"**

1862-1959

Rep

USDMS

Mineral Surveys 1906

to

no more



1941

WA PLS 219. David was born in Dupont, WA, the son of a farmer and teacher, and stayed in school until at least 17. He was a teacher in Steilacoom and graduated from Portland Business College in 1883. He worked as a bookkeeper from 1883-85, at the same time being tutored in civil engineering. He married Emily Ball in 1886, and they had three children. From 1892 until at least 1947, he was a civil engineer or surveyor in Tacoma, recording over 158 subdivision plats, with the hiatus of being a Clerk for the County Treasurer in 1900.

David was Pierce County Surveyor from 1890-93 and County Engineer 1914-1919, coming in with a change in politics. He advertised himself as a U. S. Deputy Mineral surveyor in 1906, although he never finalized a Mineral Survey. He had an office in Seattle from 1912-1914, when he designed the Upper White River Power Plant. David maintained a map publishing business in Tacoma in competition with L. A. Nicholson for many years. Emily died in 1933, and he remarried to Asenath (Sena) Booth Tate McCumber Weakley in 1935, living with her in Tacoma until he died at age 97. His two sons were at times in business with him.

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**White, Rush**

**Jacob**

1876-1937

USDMS

Mineral Surveys 1903

to

no more



1927

Member AIME. Rush was born in Iowa but moved with his parents to Spokane in 1890. He graduated from Spokane High School in 1895, and then apprenticed as an assayer, working in British Columbia for Byron Riblet, and then for the Washington Water Power Company. He entered the Colorado School of Mines for one year, and came back to Spokane to work for the WWPC again. In 1899 he moved to Wallace, ID, to work as a mining engineer until 1901, when he went to Chelan as chief engineer for the Chelan Transportation and Smelting Company.

While there, he surveyed and built 14 miles of narrow gauge RR and surveyed 7 Mining Claims. After that company went out of business, Rush returned to Wallace to stay in 1904, and to work up the ranks of the Federal Mining and Smelter Co., until 1910 when he became general superintendent of all of their operations. Rush married Marietta Brown in 1903 at Chelan, whose father was in the electric power business. By 1917, he worked as a consulting mining engineer out of Wallace, directing mining companies, publishing professional articles and doing community work.

He was the Secretary of the Coeur d'Alene Mining Syndicate in 1921 and was elected to the Idaho House of Representatives from 1925-1932, where he was chairman of the Appropriations Committee. His son, Norman, graduated as a Mining Engineer, and worked in South America, Idaho and Montana, including some times with Rush. Rush died in 1937 of stomach cancer at age 60, and had lived in Osburn, Idaho for the last 12 years. Marrietta died in Gregson, Montana in 1967, where she was living with Norman and his family.

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**White, William  
Lewis**

1818-1897

Dem

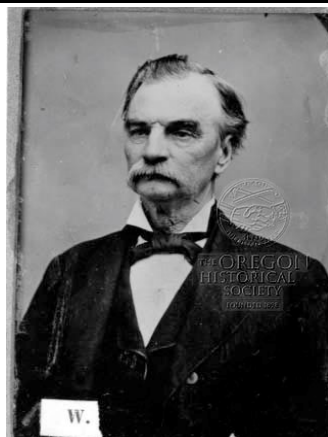
Dr/Clerk

Clerk

1853

to

no more



William was born in Virginia, and both of his parents died when he was young. He was on his own, and served under Sam Houston in the Texas Rangers before marrying his cousin, Mary E. Partlow, in Tennessee in 1839. They moved to Texas first in 1839, and then to Missouri in 1841. He then crossed the Oregon Trail with his family in 1850 to Oregon City. William kept a hotel at Milwaukie, mined for gold in California, and then returned to keep a hotel at Canemah.

In 1853 he was a Clerk in the Surveyor General's Office for C. K. Gardner. William was injured in the boiler explosion of the steamer *Gazelle* in 1854 that killed Deputy Surveyor Joseph Hunt and many others. In 1860 and 1870, he was an accountant in Oregon City, and also there in 1880 as a census enumerator. William was active in local and state Democrat politics, was appointed Clerk of the Territorial Legislature in 1854, and continued as Chief Clerk to the Legislature in the 60's and 70's. He was written of as "cheering Lincoln's assassination."

After the hotel in Canemah, Lewis purchased the Cliff House in 1867, a major hotel in Oregon City, and was a Judge in Clackamas County from 1875-1890. He patented a DLC in Marion County in 1870 in T4S R2W just North of St. Paul. His wife died of cancer in 1887. Somewhere he acquired the title of Colonel. See OR GLO Surveyors for the maintained version of this information.

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**Whitham, Paul****Page***1878-1941*

USDS

Contract 635 (with 1906  
Robert F.

to

Contract 636 (with 1906  
Robert Whitham)

1915

Member ASCE. Paul was born in Illinois, the son of Robert F. Whitham and Martha Page, both graduates of the University of Illinois. He came to Olympia in 1881 with his mother, where his father had purchased 310 acres 4 miles North of town at Gull Harbor. His father sold some of his land and established a large prune orchard, before going back into civil engineering in 1889. Paul attended high school in Olympia and graduated from the University of Illinois in 1901.

Paul was a crewman for his father on six Contracts from 1895-1902. He worked in British Columbia until the summer of 1902 when he obtained a job as draftsman for the Seattle City Engineering Department, and worked up the ranks until named Chief Engineer of Public Utilities in 1908. He married Blanche Marie Evans of Tacoma in 1905. In 1906 he received two Joint Contracts with his father on the Colville Indian Reservation, extending the Columbia, Joseph and Moses Guide Meridians and surveying Standard Parallels, but does not appear to have participated at all in the survey. His father just needed a partner to qualify for the number of miles in the surveys.

While chief engineer in 1911, he got a break by being able to spend some time with Virgil Bogue, noted engineer, who at that time was preparing the "Plan of Seattle." He took a leave of absence to also help Bogue prepare the harbor plans for Tacoma and Astoria. In 1912, he resigned the City to take the job as Assistant Principal Engineer under R. H. Thomson at the Port of Seattle, and when Thomson retired, Paul was named acting and later Chief Engineer, a position he held until 1914. Paul at that time entered private consulting with George Evans. He had become an expert on ports and harbors, traveling extensively visiting harbors, designing facilities, and writing reports.

Paul was named Trade Commissioner for the U. S. Department of Commerce for Russia and the Far East in 1917. He visited China and Russia from 1917-19 and the Philippines and Venezuela from 1919-20. While in China in 1918, he created three maps of the existing and future Chinese railroad system. From 1921-1924 he visited Japan, China, French Indochina, Hong Kong, Dutch Indies, Federated Malay States, Siam and India. He represented several international companies. Paul was living in Shanghai in 1926, as a civil engineer in a hotel in Chicago in 1930, and in San Francisco in 1935. His wife mostly travelled with him, and he died in Alameda, CA in 1941. (biography)

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**Whitham,  
Robert Farwell**

*1852-1936*

Prohib

Rep

USDS

USDMS

Contract 339            1889

to

Mineral Surveys        1910



1906

Born in Pennsylvania, Robert graduated from the University of Illinois, Urbana, in 1877 in Civil Engineering. Immediately upon graduation, he married a classmate, Martha Page, and started surveying lakes and rivers for the government in Illinois. In 1880 he took a job with the Union Pacific RR in Wyoming, leaving his wife and family at home. In 1881 he drove a horse and wagon from Salt Lake City to Olympia, where he purchased 310 acres 4 miles north of the town on Woodard Bay. His family joined him, coming by train to San Francisco, and steamer to Olympia that year. He spent the next six years selling off pieces of his farm, and planting and tending a large prune orchard. Robert opened an office as a civil engineer in 1887 and received a Contract in 1889, but it was cancelled by the Commissioner for unknown reasons.

He served a term as Olympia City Engineer in 1890-92, while engaged in surveying as part of Whitham and Page and also as Whitham, Page and Blake at the same time. His partner, Mary Louisa Page, was the sister of his wife and had graduated from the University of Illinois as an architect in 1879, the first woman to achieve that degree in the United States. He was part owner and President of Capital City Abstract Co. from 1892-96, where he was again assisted by Mary Page. In 1890 Whitham and Page created a nice colored, detailed map of Olympia. From 1896 until 1910, Robert was primarily engaged as a Deputy Surveyor and a Deputy Mineral Surveyor, surveying 13 contracts and 123 mineral claims.

Robert received a Contract in 1895 for 2 townships just Northwest of Matlock, which were examined by Charles Sheldon without issue. Another Contract North of Cathlamet in the same year was examined by N. B. Sweitzer, and Robert had to return in 1900 to make 36 miles of corrections. He had used the South Boundary by Levi Farnsworth, which was found defective. His corrections included a sectional correction line, and somehow he absorbed the errors in the South two tiers of Sections. Two more townships were surveyed in 1897 without incident, one at Skykomish and another East of Black Diamond.

In 1898, Robert surveyed a fractional township Northwest of Leavenworth, but one Southeast of Inchelium had to be completely resurveyed in 1900 after his return from Valdez. The corrections and new corners were less than 50 feet in distance from the original. In the previous Contracts, he used his sons, Paul, John and Carl extensively in his crew. John died of typhoid in 1899. Robert surveyed 5 Mining Claims East of Glacier in 1899, was in Valdez, AK as a mining engineer in 1900 and in Cariboo in 1901 with his son, Carl. He was still bonded in AK in 1920. Robert surveyed 5 Mining Claims on Mt. St. Helens in 1901. With the help of son Paul and Allan Muirhead, he surveyed four townships North of Northport in 1901-02, using a different crew on each, waiting for the International Boundary to be surveyed in 1902 to finish the last township.

The work was examined by M. P. McCoy with corrections to the notes only. Robert surveyed 5 Mining Claims up Green River near Mt. St. Helens in 1901, and then received Contract 600 for 4 fractional townships in the same area, plus two more in the Columbia Gorge. Examiner McCoy stated that this work was "first class", considering the steep difficult terrain and vegetation. His sons were away at school, and no longer involved. In 1905 he surveyed 4 difficult fractional townships in the Cascades, with his youngest son joining the crew. There were corrections to the notes only.

His signature Contract was a Joint Contract in 1906 with his son, Paul, on the "diminished" Colville Reservation, although Paul does not appear to have been involved at all. The GLO was motivated to survey allotments on the Reservation in order to open up more land for settlement, although that did not eventually work out.

Robert and a large crew surveyed the Columbia, Joseph, and Moses Guide Meridians, totaling 114 miles. He also surveyed the 7th and 8th Standard Parallels from the Okanogan River to the Columbia River for another 106 miles. He began in August, and ended surveying in the snow in December. His nephew from back East, Ernest M. Foster, had been a teacher and served as a chainman, note keeper and historian. Ernest eventually created a manuscript of his adventures, and the work was published ("Pack Train and Transit"), providing one of the best accounts of life in a survey camp. Robert received a Contract on the Reservation for 13 townships in 1907 and another for 3 townships in 1908.

His last two Contracts were for three fractional townships in the high cascades North of Lester in 1908. He had corrected the 5th Standard Parallel on his own, and the Commissioner made him go back and restore it to its original location in 1912. He had declared one mile of line as unsurveyable, and in 1912, he went back and surveyed it, with multiple comments about the rock cliffs. He had moved to Seattle by 1903, but was back in Olympia in 1910 as a civil engineer and in Gull Harbor in 1920 as the supervisor of oyster beds.

Martha had died in 1915, and he remarried to Mattie Beach by 1920. He ran for Thurston County Commissioner in 1922, but placed a dismal 6th in the Republican primary. By 1926 he was back in Seattle with Mattie, although they appear to have been separated in 1935. He filed his last subdivision plat in 1927, and died in Seattle in 1936. He is the Namesake of Whitham Road on his farm at Woodard Bay. (biography)

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**Whitthorne,  
Francis Clinton  
"Frank"**

*1876-1936*

Dem

Dr/Clerk

Dem

to

no more

1897

Francis was born the son of an attorney and Confederate officer in Tennessee. He graduated from the University of Tennessee, and by 1897, he showed up as a Clerk in the Surveyor General's Office of his uncle, Democrat William P. Watson. He was the brother of William J. Whitthorne, Jr. Francis left for Tennessee when William Watson was replaced in 1898, and he was living at home selling insurance in 1900. He married Awilda Spaulding in 1904, and by 1907, he was working for the Florida Times-Union in Jacksonville, Florida, for whom he worked for many years. While there he was mostly circulation manager, while Awilda was the Palatka correspondent. They lived in Palatka, which is where they died.

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**Whitthorne,  
William Jervis,  
Jr. "Will"**

*1874-1904*

Dem

Dr/Clerk

Clerk

to

no more

1897

William, Jr. was born the son of an attorney and Confederate officer in Maury County, Tennessee. He was the brother of Frank C, Whitthorne. By 1897 he was appointed a Draftsman in the Surveyor General's Office of his uncle, Democrat William P. Watson. When Watson was replaced, William stayed on for awhile, and then joined the Army in the Volunteers. He was a Second Lieutenant in the Philippines in 1900, noting his residence as Olympia. He was transferred to Cuba in 1902, and then to the States in 1903. He died at Fort Monroe, Virginia, March 25, 1904.

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**Whitton,  
William R.**

1871-1938

USDS

Special Instructions 1895

to

Special Instructions 1895

William was born in New York, and was in Washington as a chainman for George McKenzie on a Mineral Survey in 1891. In 1895 he received a Contract by Special Instructions for a fractional townships at Granite and another West of Snoqualmie Pass. He was a chainman for an examination survey by Charles Sheldon in 1896. William was a rodman for Coe, McCulloh and Nasten in Seattle in 1902, a chainman for Albro Gardner on a GLO survey in 1903, and a CE rooming at the Ferguson Hotel in 1903. He was a CE in 1910-15 rooming at the Ethelton Hotel in Seattle.

William arrived in Pendleton, Oregon in 1913 to survey for the Paradise Irrigation Project and canal. He was a civil engineer with the Oregon State Highway Dept. in Baker City, OR, in 1920, and in Seattle as an engineer in coal mining in 1930, rooming at the Ethelton. It appears he never married, died in Seattle, and is buried in an unmarked grave.

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**Whitworth,  
Frederick  
Harrison  
"Harry"**

1846-1933

Rep

USDMS

Mineral Survey 1889

to

Mineral Surveys 1908



1902

Harry was born in Indiana, the son of George F. Whitworth, the brother of James and John Whitworth, and through his mother, Mary Thomson Whitworth, was the cousin of Reginald Heber Thomson. He crossed the Oregon Trail with his family in 1853, settling in Olympia for 12 years. Harry graduated from the University of California in 1871 as the University Medalist of his class, with a B. A. in Civil and Mining Engineering, continuing one more year for a Masters in the same field in 1875.



He attended Princeton Theological Seminary for one year, returning to WA to become acting head at the new University of Washington. In 1876 he joined Eastwick, Morris & Co., who were City Engineers of Seattle and began the first monumentation plan of the City. Harry did the work. The partnership dissolved in 1879, and Harry continued on for two more years as City Engineer. He was also King County Surveyor from 1880-1883, and was engineer and sometimes organizer of coal mines and railroads in the Seattle vicinity. He married school teacher Ada Jane Storey in Seattle in 1881, and they had one child, Frederick H. Whitworth, Jr. She had attended the University of Washington when Harry was on the Faculty.

He partnered with his cousin, R. H. Thomson, from 1882-86 in engineering works, and they were also County Surveyors of Kitsap County from 1884-88. Harry surveyed a Lime Mine Claim on Orcas Island in 1889. He retired from active engineering practice in 1889 to concentrate on his real estate development, when he had several large projects going on at once. It is unknown how he fared in the crash of 1893, but at that time he was developing Canal Addition, Fern Addition and Cloverdale. He was in partnership to develop the 160 acre River Park, for which was organized the Alliance Loan and Trust Company, of which Harry was Vice President. From 1896-1900 Harry worked as a mining engineer in Alaska, and designed the water system for Skagway.

He had an office as an mining engineer in Seattle from 1900-1923. In 1904-05, Harry surveyed three Mining Claims at Monte Cristo, and two at North Bend. He spent a significant portion of 1907 touring China and Japan with his wife, son and son's spouse. In 1908 he surveyed six Claims at Granite Mountain, South of Skykomish, and three at Silver Creek, Northeast of Index. Soon to be a partner of his son, Harry W. Rutherford, was a chainman, and may have been compassman, on these surveys in 1908. Harry built a three-story hotel/apartment building at 417 Seneca in 1909, and moved into one of the units to live. Harry lived at the Hotel Sorento in downtown Seattle the last few years of his life. He was retired several years before he died in 1933. (biography)

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**Whitworth,  
George  
Frederick**

1816-1907

Whig

Rep

USDS

Dr/Clerk

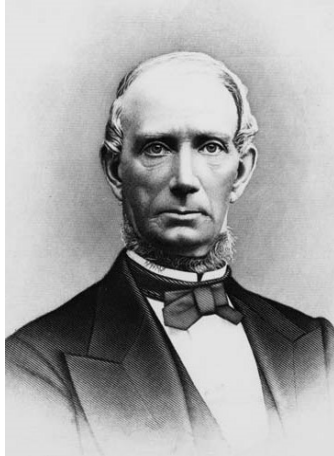
Clam Contract 8 1858

to

Contract 168 (with 1873

J. M. Whitworth &

Thomas Reed)



George was born in England and came to the U. S. at age 12 with his parents, settling in Terra Haute, Indiana. He graduated from Hanover College, where he met his future wife, Mary Thomson, the sister of a mathematics instructor. George became the principal of a high school, studied law, and ultimately practiced it in Ohio and Indiana. In 1847 he attended Albany Theological Seminary and became an ordained Presbyterian minister in 1848.

He had devised a plan where 50 families would make the trek to Oregon and set up a Presbyterian Colony, but George and his family were the only ones to complete the journey over the Oregon Trail, arriving in Portland where he and Dr. Yantis set up a church. George went ahead to Olympia, where he filed a DLC just North of town. His family joined him in May, 1854. He built a cabin over the summer, and then started a church in Olympia, followed by ones in Grand Mound and Chehalis. He moved his family to the stockade for protection in 1855, but he kept his regular visits to his churches. He started a temperance movement, but lost an initiative to the voters in 1855.

He received a Joint Contract with John Tennant to survey DLCs at Whatcom and on Whidbey Island in 1858. He wasn't the right political party, but John Tennant was. The ministerial work did not pay enough to support his family, and George petitioned the church to be relieved of full time duty. He moved to Whidbey Island where he started another church and received another Joint Contract in 1860 with John Tennant to survey more DLCs on Whidbey Island. From 1860-72 he was Island County Surveyor. He had to correct a Contract in 1862 by George Sloan, a fellow Presbyterian Minister, of T24N R4E because he was the surety. During the term of Abraham Lincoln, George was named Chief Clerk to the Supt. of Indian Affairs in Washington, and Collector of Customs at Port Angeles.

In 1866, after the Democrats came back, George moved to Seattle to head the Territorial University (U. of W.), but that closed shortly for lack of funds. He was King County Surveyor 1872-73 and 1877-79, and in 1870 was Seattle City Surveyor. When the Republicans were elected, George received two Contracts in 1870, one of which was not surveyed, and the other was at Freeland on Whidbey. In 1872 George received a Joint Contract with his son, John, for one township South of Issaquah. They surveyed the exteriors with a small crew of George, John, George, Jr. and one axeman in the fall. They shared the work on the subdivisions the next year, and carefully noted the lines surveyed by each. Again, George, Jr. was a chainman.

All of his sons except Fred would help as chainmen, and all except George, Jr. were Deputy Surveyors or Mineral Surveyors. All four sons attended the University of California, two in engineering, one in engineering and law, and the other in medicine. From 1862 on, he had an interest in developing the coal mines of the region and was part of opening the New Castle Coal Mines, the first in the region. He helped open the South Prairie Coal Mines in 1884, and for a year superintended the work. George returned to the University of Washington in 1876 to act as President, but again it closed shortly for lack of funds, but reopened permanently in 1877. His son, Frederick was on the faculty at the time.

As a believer in a full education for all, he founded the Sumner Academy in 1883 in Puyallup, initially as a high school. In 1890, its name was changed to Whitworth College, and its courses were changed to a college curriculum. In 1899 it was moved to the more populous Tacoma, and in 1914, it was moved to Spokane. George is the namesake of Whitworth College, and Whitworth Elementary School in Seattle. Hanover College conferred on him the degree of D. D. in 1890. He finished his days living with his daughter, Etta, and her husband, Clarence White. George died in Seattle in 1907 at age 91. (biography)

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**Whitworth,  
James Edwin  
"Eddie"**

1840-1913

USDS

Contract 302

to

no more

Eddie was born in Indiana, the oldest son of George F. Whitworth, and came across the Oregon Trail with his family in 1853. He had attended the Hanover College Preparatory School. He was the brother of Frederick and John Whitworth, and the cousin of Reginald H. Thomson. In 1860 he was a clerk, living with his parents in Olympia. In 1861, and for George Sloan and his father in T24N R4E in 1862-63. Somewhere along the way, he attended the University of California in Civil Engineering.

Eddie was in the following circumstances: barging coal on the Black River in 1867, writing for a newspaper in 1868, married Eliza McMillan in King County in 1869, clerk in a store in La Conner in 1880, civil engineer in King County in 1881, surveyor in Seattle in 1883, farmer in Titusville in 1885, surveyor in Seattle in 1890, miner at Lake Cushman in 1891, and a farmer at Orilla in 1892 and 1900. His only GLO contract was cancelled by the Commissioner in 1883 for reasons unknown. At some time he was a steamboat Captain, a newspaper publisher at Orilla, and a Customs Inspector at Port Townsend.

He partnered with George F. Cotterill, the future Mayor of Seattle, from 1901-1911 as Cotterill and Whitworth. They surveyed 111 subdivision plats in that time. He was living in Columbia City, WA in 1903, and was listed as a surveyor in Seattle in 1910. Eddie kept a diary from 1858-1913 which is preserved in the Special Collections Archive of the University of Washington Library. He died in Seattle and sired 11 children, 10 of which survived him. Eliza died in 1910.

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**Whitworth,**

**John Matthew**

1849-1901

Rep

USDS

Contract 151 (with 1872  
George Whitworth)

to

Special Instructions 1874

John was born in Indiana and came across the Oregon Trail with his family in 1853. He was the son of George Whitworth, the brother of Frederick and James Whitworth, and the cousin of Reginald H. Thomson. He graduated from the University of California in Civil Engineering as the University Medalist of his class in 1872, succeeding his brother Fred the previous year. He returned to Seattle to practice engineering, and in 1873-75 was appointed King County Surveyor. He was awarded a Joint Contract with his father in 1873, and another with Thomas Reed in 1874, surveying the San Juans.

He returned to Berkeley to receive his Masters, and then went to Columbia Law School for a year. John practiced law with his brother-in-law, Judge York, in San Francisco and Alameda until 1890. He married a lady named Lucinda after 1880, but they were divorced by 1890, when she sued him for failure to fulfill his financial obligations, and for more money. He was twice the President of the Alumni Association of the University of California and in 1886 celebrated graduation beside the Governor at the banquet. He remarried to Edith Kellogg in 1894, who survived him. He practiced law in San Francisco and lived in Berkeley, until he died there of ptomaine poisoning at age 53 in 1901, leaving a wife and two small children. (biography)

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**Wilkes, Lincoln****Ellsworth****"Lyn"**

1865-1944

Rep

SES

Special Instructions 1911

to

no more



1900

OR PE 1046. Lincoln was born in Oregon and lived almost his entire life in Washington County, Oregon, and noted on the 1940 census that he attended college for two years. He married Elizabeth Soehren in 1892. Lincoln received Contract 598 in 1892 for one township in Western Washington County, and he used a brother and two new brother-in-laws on his crew. A second Contract in 1896 was in Tillamook County.

Lincoln and his brother Thomas received a Joint Contract for one township near Port Orford in 1898, using help from two brother-in-laws and the son of Thomas. Lincoln received another Joint Contract in 1902 with his brother-in-law, William Soehren, and F. Marion Wilkes, the son of Thomas. The work was four townships West of Crescent Lake, and they shared the work and all signed the oaths. Again, several relatives were on the crew. Lincoln and brothers, Thomas and Bruce, were running a business called Wilkes Bros. in 1901 in Hillsboro as surveyors and abstractors.

Lincoln was appointed a Special Examiner of Surveys in 1905, and continued in that until at least 1911, examining 22 surveys in Washington in 1911. After the Contract System ended in 1911, Lincoln continued in the Direct System until he retired in 1927, all of the time based in Hillsboro. He had worked all over the Western United States, including the Pacific Islands. Right after retiring, he was elected to the State Legislature as a Republican in 1929, and secured a job as deputy county surveyor in Washington County. He continued surveying until he died in Hillsboro in 1944. Elizabeth died in 1939, and he remarried to Cora Hyer by 1940, who died in 1943. See OR GLO Surveyors for the maintained version of this information.

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**Williams,  
Dayton Albert**

**"Date"**

1876-1868

Dr/Clerk

Clerk 1901

to

no more



1898

Dayton was born and raised on a farm in Ohio, and graduated from Kenyon College in 1899. He was the Captain of the last football team from Kenyon to beat Ohio State. He soon moved to Olympia, Washington, and from 1900-1902 served as a Draftsman in the Surveyor General's Office of Edward Kingsbury. He married Julia Cavanaugh in 1905, the daughter of Clerk William Cavanaugh, and the niece of Surveyor General Thomas Cavanaugh.

He was a road contractor in Tacoma in 1910, and stayed with that occupation until at least 1940. William and Julia lived in the same house in Tacoma from at least 1910-1960, and he died in Union, Washington at age 92.

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**Willis,  
Nathaniel  
Parker**

1857-1911

Dr/Clerk

Clerk 1893

to

no more

Nathaniel was born in Georgia in 1852 into an Afro American, free family, the son of a washerwoman. He was a clerk in a store in Victoria, B. C. by 1881 when he married his first wife, Mary Richards, and had 3 children there by 1886. He received the job as Messenger for the Surveyor General's Office of Thomas Cavanaugh in 1891, was a janitor in Olympia in 1892, and was a Messenger for the Surveyor General's Office of Amos Shaw in 1893. He was a porter and bootblack at several businesses in Seattle from 1900-06.

Mary died in 1909, and he remarried to 37 year old Afro American Ida Binkney by 1910. Ida had given birth to 5 children, none of which were surviving. In 1910 Nathaniel was a gardener in Olympia, and died there in 1911 of congestive heart failure.

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**Wilson, John  
Becket**

1855-1915

Rep

USDS

Contract 655            1908

to

no more



1903

Born in Iowa, John came West to Walla Walla with his family, including brother Lew A. Wilson, in 1868. He was a chainman for Edson Briggs and Sewall Truax in 1876 for several townships South of Clarkston. He was a civil engineer in Walla Walla in 1880, married Hulda Hardman in Columbia County in 1881, and patented a homestead just east of Dayton in 1882. John held the following offices at Walla Walla: County Surveyor 1885-1886; Walla Walla City Engineer 1882-85, 1887, 1905-06; and Walla Walla County Assessor 1885.

He was a "collector" at Spokane in 1889-90 and a surveyor in Walla Walla in 1900 and 1910. By 1900, only two of his six children were alive. John was a member of the State Legislature from Walla Walla in 1903. He received a Contract for 4 townships near Ione in 1908. His brother, Lew, was a chainman for two of the townships, having significant experience as a Deputy Surveyor. T35N R42E had special problems, resulting in the involvement of a Senator. The notes were all dated 1911, even though the work was in 1909, but the oaths were 1909. There was no indication of a return to the field for corrections. Lew had an extensive career as a Deputy Surveyor, but John does not show up in his work. John patented another 160 acres west of Othello, ID in 1911, and died at Montour, ID, in 1915.

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**Wilson, John  
Moulder**

1837-1919

Dem

Dr/Clerk

Clerk

1854

to

no more



c. 1863

Member ASCE. His father, Joseph Shields Wilson, was a lawyer and Chief Clerk in Washington, D. C. in the General Land Office and later became Commissioner of the GLO, twice. John was born in Washington, D. C. and educated there, serving as a page to the U. S. Senate from 1849-53. He then had one year at George Washington University before travelling to Olympia, WA via Panama and California in 1854, the first part with Senator Qwin of CA.

Wilson was one of the early Clerks that were working in the GLO office in Olympia, preceding Tilton's arrival. Columbia Lancaster, congressman from Clark County, WA, told him he would appoint him to West Point if he became a WA resident and could garner support. He became friends with Gov. Stevens and others, and was nominated by Lancaster in early 1855.

After graduating from West Point in 1860, he fought in the Civil War until 1865, receiving the Congressional Medal of Honor, and was brevetted up to Colonel by the end of the war. He married Augusta Waller in 1861, and they had one child that died in infancy. After the war, his career was as an engineer with the Corps, working on the Hudson River, Columbia River (1876-78), Great Lakes, and in Washington, D. C. From 1889-1893 he was Superintendent of West Point, and in 1890 he received an honorary law degree from George Washington University. From 1897-1901, when he reached mandatory retirement age, he was the Chief Engineer for the Army Corps of Engineers and a Brigadier General. He headed many non-profit organizations.



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**Wilson,  
Llewellyn  
Almond "Lew"**

1860-1920

Rep

USDS

Contract 322            1886

(6/26/1886) (As  
Compassman for  
Adrian W. Wisner)

to

Contract 681            1909



ID PLS 235. Born in Iowa, Lew came west to Walla Walla with his family, including his brother, John B. Wilson, in 1868. Lew was a civil engineer in Walla Walla in 1880 and married Anna Crawford in Walla Walla in 1884. Lew was Walla Walla County Surveyor and Walla Walla City Engineer in 1886 and 1890. He was Compassman for a portion of the survey of Adrian Wisner in 1887 for 7 townships South of the Spokane Indian Reservation and East and West of Deer Park.

Adrian did not distinguish among the four crews he used on this survey. One crew included Compassman John Zimmerman, and another included Compassman Lew Wilson. The survey was examined by John Sharry. Lew moved to Tacoma in 1889 where he briefly worked as a civil engineer and land locator, and was an engineer again in Walla Walla in 1892 and 1900.

Lew received a Contract for the survey of one township East of Mineral in 1897. He broke his leg in 1897 on that job and had to ask for an extension of the Contract until the next year. He started using his son, Howard, as a flagman at age 11. The Surveyor General again appointed him as Compassman to finish the survey of Edward Dobbs, who was in the Army in the Philippines. This was for one township in the Blue Mountains, but for a year he never started the work, and the Contract was cancelled and reissued to Lew in 1901. An exam by M. P. McCoy indicated the bearing trees for the 1/4 corners were marked wrong, and Lew went back in 1903 and remarked them all. He was a chainman for Edwin Clark in 1903 South of Pomeroy. Lew surveyed another Contract for one township Southwest of Cle Elum in 1901 and was examined by M. P. McCoy without problems.

Lew surveyed two Indian Allotments North of Riverside in 1907, a township at Oroville in 1907, two townships at Cle Elum Lake in 1907, one township at Mt. St. Helens in 1909, one township West of Priest Rapids in 1909, and one township Northeast of Marblemount in 1910. Howard continued working on the crew until 1907 when he was 21. All of these surveys were competently examined by various examiners, and it appears that Lew did not have to return to the field. He did have lots of correspondence, and plat and note corrections. Lew was also listed as a chainman for brother John in 1908, and was awarded a Contract in Idaho while living in Boise in 1910. He was the only candidate for Boise County Surveyor in 1912, while living in Montour. He died in Boise in 1920.

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**Wisner, Adrian  
Winfield**

*1857-1943*

Dem

USDS

Contract 322            1886

(6/26/1886) (Lew

A. Wilson as

compassman)

(John Zimmerman

as compassman)

to

no more

Born in Michigan, Adrian lived on a farm in Lane County, OR, with his parents in 1870, and on a homestead with them near Colfax in 1880. He attended College for 3 years. He ran for County Surveyor in 1878, married in 1880 to Lillie Belle Potter, and taught school to earn a living. He surveyed subdivision plats from 1883-1885, sometimes as the employee of Reynolds and Wetzel, and was elected Whitman County Surveyor in 1885. He received Contract 322 in 1886, but had to wait a year for Commissioner Sparks to sort out the Special Deposits issue in D. C. Adrian used John Zimmerman of Lincoln County and Lew A. Wilson of Walla Walla as a compassmen for portions of the Contract. The work was for 7 townships from Davenport to Deer Park. There were many corrections of the field notes, and it was finally approved in 1890.

Adrian was a real estate, insurance and loan agent in Olympia in 1892, and then President Grover Cleveland appointed him as Olympia Postmaster in 1893. Adrian divorced Lillie in 1907 for abandonment, and he remarried to Elizabeth Tarnutzer in 1908. Lillie was the proprietor of the Standler Hotel in Seattle, and they were living separately. He worked as a bookkeeper in Olympia in 1900, an abstractor in Seattle in 1910, a recorder in Seattle in 1920, and an abstractor living with his son in Chicago in 1930. He was a retired widower in Sheboygan, Wisconsin in 1935-40, and died in Wisconsin in 1943. Lillie died in Tacoma in 1929, and Elizabeth died in Seattle in 1954. (biography)

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**Wold, Arnt**

*1846-1919*

USDMS

Mineral Surveys    1891

to

no more

Born, educated and married in Norway, Arnt came to the U. S. with his wife, Antonia, in 1880. He first went to California, where a daughter was born in 1880, then to Oregon where his second daughter was born in 1882, and finally to Washington where his third daughter was born in 1884. He worked as a draftsman in Tacoma in 1885 and ran for County Surveyor in 1886, placing third. He practiced engineering alone until 1889 when he formed an engineering and architectural partnership with F. G. Blake and Axel Otness in Tacoma, lasting until 1891.

Arnt continued on his own as a mining and civil engineer in Tacoma until at least 1906. He was a civil engineer in Seattle in 1910-1918, living in an apartment with his wife during that time. He married off one daughter in 1911, and another in 1919. The second was a graduate of the University of Washington. Arnt died in Kalama in 1919, and Antonia in their apartment in Seattle in 1920.

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**Wood, Alvinus  
Brier "Brier"**

1860-1948

Rep

SES

Special Instructions 1893  
to

Special Instructions 1893

Member ASCE in 1905. Brier was born and raised on a farm in Wisconsin, and still lived there in 1880. Both he and his brother, Warren, attended the University of California in the Class of 1886 for three years in Civil Engineering. Afterwards Brier became a contractor for NPRR in Tacoma for two years. Brier joined with his father to claim a Patent on a rope clamp in 1888. His brother was Pierce County Surveyor from 1888-92, and Brier was a deputy, and then succeeded his brother as County Surveyor from 1892-95.

They teamed with James W. Cyrus from 1888-92 as Wood, Cyrus and Wood, Engineers. Cyrus left, and Warren and Brier became Wood and Wood from 1891-1902. They collectively surveyed many subdivision plats. Brier was appointed a Special Examiner of Surveys in 1893, and made three examinations in Washington. After the Panic of 1893, he had property sold at Sheriff's sale. He designed and supervised the construction of water systems for both Centralia and Buckley. He married school teacher Anna Jane Funk in Tacoma in 1897, when they were both nearly 40, and they had no children. Brier briefly went to Boundary to Manage the Red Top Mine in 1897.

Anna was a member of a State Board examining teacher's credentials in 1900, at the time when she was living in Sumner with Brier's parents, while he was away on a job. He took the job as Chief Engineer for the Oregon & Southeastern RR at Cottage Grove, OR, in 1902, becoming its Manager in 1905-1910+. He had moved to Eugene by 1908, and was the Vice President of the Oregon Pacific & Eastern RW Co. in 1918. After he retired and sold his stock in 1918, he continued working part time for the RR, and was seriously injured in a speeder derailment in 1918. Brier was retired in San Diego in 1920, 1930 and 1940, and died there in 1948. Anna had died in San Diego in 1941

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**Woodman,  
Lewis Cass**

1855-1934

USDS

Contract 348  
(10/1/1890)

to

Contract 442

Lewis was born and raised in Michigan, and attended both Tufts College in Boston and the University of Michigan from 1877-79. He went to Denver by 1880 where he married and first worked for the Denver Mansions Company as a civil engineer, and then for the railroad as a draftsman until 1888. He was a chainman for Ralph Ober in November, 1893 in the examination of Contract 382 of the perimeter of the Quinault Indian Reservation. He was in Seattle from 1889-94 when he received Contract number 348 in 1890.

The Surveyor General approved his work in July, 1891, but Special Examiner Lewis D. W. Shelton found a four chain error, and he had to resurvey four miles of line in 1892, receiving approval the same year. A second Contract was cancelled in 1894 because he did not execute the bond. Lewis was in St. Paul, Michigan in 1895, in Spokane, WA in 1900 as a civil engineer, and in 1902 was in Camp Nickel Plate, Pendleton, B. C. Lewis lived in Pasadena, CA, before accepting some position in Hawaii with the Navy, lasting until at least 1910. The censuses of 1920 and 1930 listed him as an appraiser in Seattle, and a retired civil engineer on Vashon Island, WA, which is where he died in 1934 at Cove. (biography)

**Worthington,**

**Irving**

1868-1928

USDS

USDMS

Comp

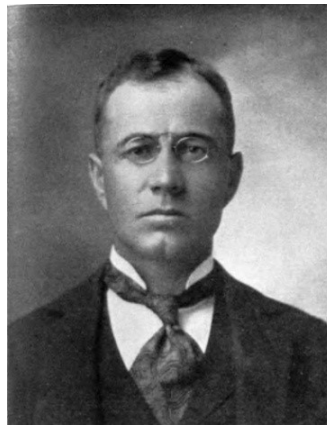
Contract 389            1892

to

Contract 599 (as        1903

compassman for

John Wetzel)



1900

Member ASCE 1914. Born in Minnesota, Irving was in Dakota Territory with his family from 1878 until 1890, where he attended high school and one year of college. He was a chainman for John Ashley at Ruby in 1891, and for Albert Gray for 4 townships East of Grand Coulee, also in 1891. He was one of a group of Deputy Surveyors operating out of the Spokane County Surveyor's Office of John Ashley from 1891-93.

The others included John Ashley, Dekalb Ashley, Harry Clarke, Edward Hooker, Ulysses Hough, and William Maxwell. Both John Ashley and Harry Clarke had strong Benson Syndicate ties. In the Ruby survey, John Ashley made a 35 chain error crossing Lake Palmer. Irving was a deputy county surveyor in Spokane from 1892-93 under John Ashley, and in private practice from 1893-1905 in Spokane, Idaho and Montana as a civil and mining engineer.

Irving received his own Contract in the fall of 1892 for three townships and 18 miles of Standard Parallel on Lake Chelan just up from Manson, and asked for an extension of time. He surveyed it in 1893 and turned in the results. After he corrected the field notes, it was examined by Henry Newby in 1894, resulting in unknown corrections in the field in 1894. There are no separate notes for this, and it may have been remonumentation only. It was accepted in 1896. His brother, William, was a chainman.

He received Contract 458 in 1895 for one township at the same place, and it was surveyed the same year. William was again a chainman as was Harold Hooker, the brother of Ed. Contract 508 for one township at Pateros was surveyed in 1897 and went through several exchanges of the field notes until approved in 1900. A. W. Morris and David Kinnaird were examiners, and Irvin's 15 year old brother, Lewis, was a chainman. There was no exam and it was approved in 1896.

From 1897-1904, Irving surveyed Mineral Claims. He surveyed two at Curlew and one at Northport in 1897; 13 Claims near Cascade Pass in 1898; 20 Claims from 1898-1904 North of Stehekin; 13 Claims at Republic in 1899; 1 Claim in Grant County, Oregon in 1900; and 2 claims on the San Poil River in 1901. His brother, William, was a frequent chainman, and U. S. Deputy Mineral Surveyor Frank Stanley was a chainman one time in 1898.

Irving married Francis C. "Fannie" Brattain in Spokane in 1900, and they lived in Stehekin in the summer of 1900. She had attended three years of college. He published a map of the Methow Valley the same year. His last Contract was for 25 miles of Standard Parallel and 5 townships at the North end of Lake Chelan. Irving completed the surveys in 1902, turned in the notes in 1903, and was approved the same year. Irving said he had purchased Robert Whitham's compass, and did not need it examined, but lost that argument. One month after John Wetzel received approval of Contract 599 for two townships at Oroville, he asked for permission to use fellow Spokane surveyor, Irving Worthington, as compassman, and it was granted. Irving made the survey in 1903, and after several exchanges of the field notes, the Contract was approved in 1906.

By 1910 Irving was in Medford, OR, as an engineer for the Rogue River Irrigation Co., and Osgood and Cummings. He was in Umatilla County, Oregon in 1912, and in 1914 he was in Fresno as an engineer on irrigation projects for the Fresno Canal and Irrigation Co. In 1919 Irving was named a field engineer for the Columbia Basin Project on the Wenatchee Lake Project. He was an engineer in Spokane in 1920, and also worked as an appraiser for the Federal Land Bank. He died in Spokane in 1928, and Fanny returned to teaching school, at Tunk Creek in 1930 and Nighthawk in 1940, both in Okanogan County. She died in Marin County, California in 1969 at age 95. (biography)

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**Wright,  
Burzilla David**

1833-1916

EX

USDS

Special Instructions 1856  
(7/14/1856)

to

no more

Born in New York, Burzilla was in Olympia in time to be sued for collection of a note in 1855. In October of that year he was mustered in as a private in the Volunteers for the Indian War, as 5' 6" with hazel eyes and brown hair. In 1856 he was appointed an Examiner of Surveys and U. S. Deputy Surveyor to examine the survey of Isaac Smith and Thomas Berry of the 6th Standard Parallel from R3E-2W. His account was approved in December, 1856. Burzilla was a carpenter in Jackson County, Oregon in 1858 and 1860. He enlisted in the Army in San Francisco in 1864, California 4th Infantry, and mustered out in 1866 in San Francisco.

He was a carpenter in San Francisco in 1880 and was married, but living alone. Burzilla was a widower (There was a note that he was actually divorced.) and a widowed unemployed carpenter in Seattle in 1900. He was in bad physical shape in 1908 in The Dalles, Oregon, stating at that time he had 6 children, but did not know their ages. One son was Charles R. Wright, living in Seattle. Burzilla was accepted into the Orting Old Soldiers Home in 1910 and died there in 1916.

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**Wright,  
William P.**

1839-1920+

Rep

Dr/Clerk

Dep. Surv.

in Oreg

Clerk

1873

to

no more

William was born in New York, the son of a sailing Captain, and travelled to Oregon in 1855. He was in Olympia by 1865 and married Maria L. Willard there in 1866. He worked as an accountant in 1870, an auctioneer from 1871-73, and then was appointed as Assistant Draughtsman in the Surveyor General's Office of William McMicken, serving until at least 1875. While in Olympia, he was the defendant in several collection suits, and one foreclosure in 1876. William received his first Contract in Oregon in 1876 for one fractional township at Myrtle Point, near Coquille. He was living at Coquille and received one Mineral Survey and 13 Contracts from 1876-80 for 21 mostly fractional townships from, Coos Bay South to Cape Blanco, East to I-5.

William used small, 3-4 member crews of a limited selection, and included a beautiful map of his work in the field notes. He was living at Coquille, and many Contracts were near there and Myrtle Point. William was active in Republican politics, serving on the State Central Committee for Oregon in 1876. In 1880, his 11 year old son, John, died, and he moved to Dallas, Oregon, where he ran for Polk County Surveyor in 1882. While living in Dallas, he surveyed 15 more Contracts for 53 townships in the coastal areas of Western Oregon from 1880-1885. He began using compassmen in 1881, beginning with William L. Rowland, a half Indian, living near Coquille, who had been a crewman for several townships.

Contract 513 was examined by Henry Martin from the Commissioner's Office in D. C., who was examining Special Deposit work. It was rejected, and William's work was not accepted or paid. Henry Martin said he "found the work defective and erroneous". Martin stated that Wright used compassmen, using simple compasses with folding sights, and that of Wright, "at the time of the Contract, he was a resident of a citizen and at the hotel at Port Orford." He was debarred from further GLO work. Martin stated that on Contracts prior to 513, Wright blackmailed settlers for more money to perform the survey, threatening to leave them out of the survey if they did not pay.

The two townships in Contract 486 were both surveyed by compassman, Chester C. Coad, from Dallas, Oregon. Of the 6 townships in contract 514, three were surveyed by Compassman Peter Applegate, one by compassman Chester Coad, and two by William. He used his teen aged son, Willard, as a chainman after 1883. He surveyed another Mining Claim in Curry County in 1885.

By 1898 William was a civil engineer in Grants Pass, OR, where he produced many maps for sale of Southwest Oregon and the various Counties. He was in private practice and also the City Surveyor of Grants Pass in 1910, and was still there in 1916. Maria died in Elko, Nevada in 1916, and William was living with his son in Elko in 1920 as a widower. William left papers at Oregon Historical Society. (biography) See OR GLO Surveyors for the maintained version of this information.

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<p><b>Wyche,</b>  <b>Thomas John</b>  <i>1862-1923</i>          USDS          Contract 493 (with 1896          James McPherson)                            to          Contract 533 (with 1897          James McPherson)</p>	<p>Born in Jackson, Mississippi, Thomas graduated from the University of the South in Sewanee, Tennessee in 1879. He immediately went to work for UPRR at Rock Springs, Wyoming. He was affiliated with the Green River Supply Canal in Green River, WY in 1893, with his brother-in-law. He lived in Rocks Springs, Wyoming in 1894-97, but somehow Thomas was in Washington State to survey three contracts in partnership with James McPherson from 1896-97. They all passed examination. The first was a resurvey of the South Boundary of the Yakima Indian Reservation. The other two were for three townships just South of Northport.</p>
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C. C. Ward was a chainman on the Yakima survey, and they used two crews there. They both shared the work and both signed the oaths. Thomas continued with the RR in Rawlins, Wyoming, in 1900. He was in in Denver, Colorado from 1903-04 as Division Engineer for UPRR and was promoted to Resident Engineer for the Wyoming and Nebraska Divisions in 1904. In 1905 he was named Supervising Engineer for Western Pacific RR for all construction from Salt Lake for 280 miles Westward. He was named in 1909 to succeed Virgil Bogue as Chief Engineer for Western Pacific RR, and moved to Berkeley to assume his duties. He was again promoted to Assistant to the General Manager of the RR in 1915, but with the merger with Southern Pacific RR in 1918, he returned to being Chief Engineer, and he was fortunate to survive.

In San Francisco in 1920, his wife Phillipa launched a destroyer for the Navy. It was the USS S. P. Lee, which in 1923, because of a navigation error, ran aground at Honda Point off Santa Barbara, leading six other destroyers onto the rocks also. All ships were lost. Thomas became ill in 1921, spent two years trying to regain his health, but died in Denver in 1923. He is buried in Alexandria, Virginia in Christs Church Episcopal Cemetery with his wife and her relatives.

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**Wylie, Thomas  
Edward**

1858-1932

Comp

Contract 315 (as  
compassman for  
Gilbert M. Ward)

to  
no more

1885

Born in California, Thomas was the son of a farmer at Elma in 1870. He was still in school in King County in 1879, and married Nancy Bethanie Williams in Grays Harbor in 1881. They had six children, the last in 1890 was a son named Thaddeus. Thomas was the compassman for one fractional township on the Straits of Juan de Fuca for Gilbert Ward in 1885. He was a hotel keeper in Elma in 1894. After that he was a civil engineer in Seattle in 1900, living alone, but listed as married. Nancy was still at the hotel in Elma with the children, listed as a widow. He remarried to Arvilla Morris in Seattle in 1901, and they raised a small family. Nancy died in Elma in 1936 without remarrying.

Thomas was employed as a transitman for the City of Seattle until his retirement in 1929. He filed a patent for a pruning shear in 1911. Thaddeus died in World War I, listing his address as the same as Thomas and Arvilla. Thomas was an avid gardener, and showed and judged plants for years, while Arvilla was active in the W. C. T. U. Thomas was killed when hit by a car while crossing Pacific Avenue in Tacoma in 1932 while attempting to catch a bus.



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**Yeomans,  
Francis  
Carrington  
"Frank"**

1854-1939

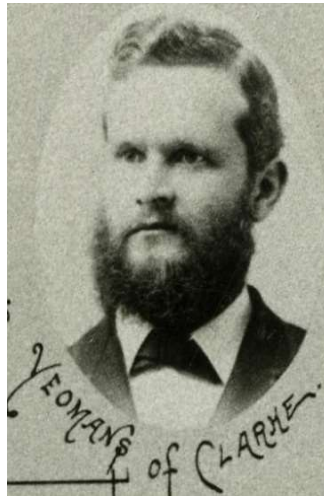
Dem

SES

Special Instructions 1892

to

Special Instructions 1892



1892

Francis was born in New York, and attended Walworth and Warsaw Academies in New York. His older brother married a sister to Grover Cleveland. Francis was appointed to West Point in 1871, but resigned 6 weeks into his first year. He apprenticed as a nurseryman and fruit farmer with an uncle for one season before teaching during the winter. In November, 1880, he set sail for Portland, Oregon via Panama, where he found a job as a nurseryman at Milwaukie.

He explored the area in a sail-powered canoe, and bought a 320 acre farm above Washougal. In the East, Francis had been active in the Grange, and began organizing a Grange at Washougal, in which he was the first Master. He was elected to the school board where he met and married school teacher Blanche Webster, sister of Robert Webster. They lived on his farm a short while but sold it and moved to Camas in 1889, where he purchased a Gurley solar transit, shortly after buying a bicycle and being sick in bed for 7 weeks with a congested liver. He represented Camas in the Washington Territorial House of Representatives in 1891-92. That same year he was appointed a Special Examiner of Surveys by the Commissioner, performing 4 examinations, and probably helped secure a contract for his brother-in-law, Robert Webster, in Skamania County.

He was President of the Vitrified Brick and Tile Co. in Camas in 1893, and when the Republicans returned to power in 1898, he was named Postmaster of Camas. Francis and his family travelled to New York in 1901 to settle his parent's estate, since both had died in a year time frame. They took their time, visited many places, stayed all summer on the old family estate, and then headed back West. On the way back, they travelled through Long Beach, California, where Blanche had an uncle, and decided to make that their home. Francis resigned as Postmaster, sold his business and property, and moved to Long Beach. Living in Long Beach, he was a Director of the National Bank of Long Beach, General Manager of the Long Beach Water Company, and a Director of Long Beach Savings and Loan.

They returned to Washington for a visit in 1905, and after they returned, Francis was head of the YMCA, and Blanche was head of the YWCA from about 1906-1916. Francis was a Trustee for Pomona College from 1915-19, a trustee for Claremont College from at least 1914-1921, a Vice President of a bank in 1920, retired in 1930, and died in Claremont, CA in 1939. His three daughters all graduated from college, with one dying young of complications from childbirth. Son-in-law Clyde Doyle was a U. S. Congressman. (biography)

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**Young, Robert**

**Henry**

1867-1951

USDS

Contract 413

(5/26/1893)

to

no more

1893

Robert was born in Minnesota, the son of a millwright. His father graduated from medical school in Chicago in 1880, having a small family at that time. Robert was in Minneapolis in 1888, but by 1889, his whole family had moved to Seattle, where his father and brother practiced medicine. From 1888-1892 Robert was in real estate in Seattle, and worked as a broker in 1892. That probably ended with the Panic of 1893. He worked as a chainman for John McIntyre on examination surveys in 1892-93, and was a flagman for him on Contract 405 at Tonasket in 1893.

Robert married Elma Rose Holmes in Seattle in 1893. He was awarded his own Contract in 1893 for three townships, one at Darrington, one at Hurricane Ridge, and another at the mouth of the Hoh River, receiving approval to proceed in March 1894. After getting an extension of time, he never started the work, and the townships were awarded to others. Robert listed himself as a civil engineer in Seattle in 1894, and was in mining in 1898-1900, while living in Seattle. He deeded 160 acres at Maple Valley to his wife in 1899. From at least 1901-04 he was a Clerk for the Superior Court in Seattle, but by 1910 he was in Colfax.

The 1910 census also listed him as a mining engineer with his family in Placer County, California, and in 1920 they were in Berkeley, where Robert was a carpenter for the gas company. He was a miner in a quartz mine in 1930, and died in Lake County in 1951. Elma had died in 1941 in Butte County, California.

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**Zieber, John  
Shunk, Jr.**

1841-1864

Dr/Clerk

Clerk 1859

to

no more



1862

John S. Zieber Jr. was born in Illinois and came over the Oregon Trail with his family in 1851. He was listed as the Messenger in the Surveyor General's Office of William Chapman in Eugene, OR in 1859. John was a bookkeeper in Salem, OR in 1860 and played in the first string band in Salem in 1862. He married Cornelia Coon in 1862 and died of a "continuing illness" (probably TB) in 1864 in Salem after one child. Cornelia remarried to James W. Cooke, but died in 1867. See OR GLO Surveyors for the maintained version of this information.

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**Zieber, John  
Shunk Sr.**

1803-1878

Dem

Dr/Clerk

S G

to

no more



Born in Pennsylvania, John became a printer, and by 1827 he was the editor and proprietor of the "Village Herald", a weekly newspaper in Princess Anne, Maryland, continuing until 1838. He married Eliza Sloan in 1825. In 1838 he owned a steam mill, and in 1840, he sold a newspaper, the People's Press, and moved to Peoria, Illinois, where he started the Peoria Democratic Press, another partisan paper. John was elected to the 14th Illinois Legislature in 1844, sold his paper in 1846, and was the public printer until 1848.

John, his wife Eliza, and their children came across the Oregon Trail in 1851, with Eliza keeping an extensive diary, which has since been published. He came to Salem where he bought the rights to a claim just north of Kaiser, called Fernhazel, which he kept until both he and his wife died there. John was named as a Clerk in the Surveyor General's Office Charles K. Gardher.

In 1853 his daughter Eugenia married Asahel Bush, the editor and publisher of the Oregon Statesman, the Democrat paper of the state. John would be his printer. The Statesman was very critical of John Preston, a Whig, and even of Charles Gardner, a Democrat, for not being partisan enough. In 1856 John was appointed Oregon Surveyor General, serving until 1859 in a very partisan manner. He kept printing until he retired to his farm, where he died of a stroke while working in the fields. (biography) See OR GLO Surveyors for the maintained version of this information.

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**Zimmerman,**

**John**

1857-1939

Rep

Comp

Contract 322 (as 1886

Compassman for

Adrian W. Wisner)

to

no more

John was born in Ontario, Canada, the son of German immigrants, and he and his brother William, immigrated to Washington in 1882, where he worked as a carpenter around Puget Sound. Both John and William patented large acreages halfway between Almira and Grand Coulee, which they were living on by 1883. They had Homesteads, Pre-emption Claims and Timber Culture Claims, adding up to several hundred acres. Both John and Will signed on to the survey crews of Adrian Wisner in 1887 for the survey of 7 townships between Deer Park and Davenport. Adrian did not distinguish which townships were surveyed by each crew, but after starting John as a chainman, Adrian formed a new crew with John as Compassman. John had been trained as a civil engineer.

## Abbreviations

Count	Abbreviation	Name
315	USDS =	United States Deputy Surveyor
94	USDMS =	United States Deputy Mineral
20	USS =	United States Surveyor (Employee of another agency)
5	Astr =	Astronomer
11	IAA =	Indian Allotting Agent (Employee of Office of Indian Affairs)
83	Comp =	Compassman
44	SES =	Special Examiner of Surveys (Hired by the Commissioner)
22	EX =	Examiner of Surveys (Hired by the Surveyor General)
19	S G =	Surveyor General
17	Ch Clerk =	Chief Clerk in Surveyor General's Office
87	Dr/Clerk =	Draftsman/ Clerk in Surveyor General's Office
717	Total	

193	Rep	Republican
111	Dem	Democrat
14	Whig	Whig
5	Peoples	Peoples
6	Union	Union
3	Ind	Independent
5	Prohib	Prohibition
1	Free Soil	Free Soil
3	Fusion	Fusion
1	Greenback	Greenback
1	Populist	Populist
1	Socialist	Socialist