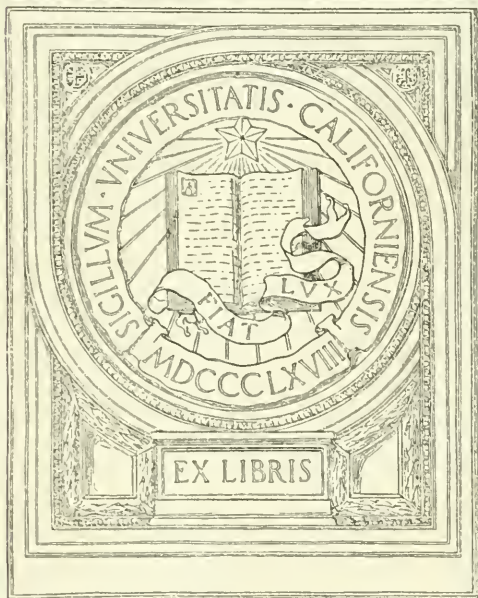


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To Herbert Evans  
in honor of his visit to  
Portland in January 1940  
with best wishes of  
L. M. Archer



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# Pacific Coast Survey of 1849 and 1850

By LEWIS A. McARTHUR

PORTLAND, OREGON  
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HISTORY

## PACIFIC COAST SURVEY OF 1849 AND 1850

By LEWIS A. McARTHUR.<sup>1</sup>

The first survey of the Pacific Coast by the United States Government was made in 1849 and 1850. The field work was done principally by Lieut. Commanding William P. McArthur, U. S. N., and Lieutenant Washington A. Bartlett, U. S. N.,<sup>2</sup> assistants in the Coast Survey. There are some details of the life of Lieut. Commanding McArthur and the work he carried on on the Pacific Coast that may be of interest to students of Oregon history.

William Pope McArthur was born on April 2, 1814, at Ste. Genevieve, Missouri. He was the oldest child of John and Mary Linn McArthur. His mother was a sister of Dr. Lewis Fields Linn, who was later to become Oregon's champion in the United States Senate. Dr. Linn took a decided interest in his nephew, and at the uncle's request, the youth was appointed a midshipman in the United States Navy on February 11, 1832. The first few years of his service were spent in the South Pacific Station, and in April, 1837, he was granted three months' leave. Two months later he was granted permission to attend the Naval School at Norfolk, to perfect himself in his studies.

Early in the winter of 1837-8 the government organized an expedition to the Everglades of Florida, and placed it under command of Lieut. Commanding L. M. Powell, U. S. N. McArthur served as commanding officer of one of the two small vessels of the expedition, with the temporary title of lieutenant. The expedition was a mixed command of sailors, soldiers and marines. Among the members was Joseph E.

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<sup>1</sup>The author of this paper is a grandson of William P. McArthur and a son of Lewis Linn McArthur.

<sup>2</sup>Gertrude Atherton, in her "California, an Intimate History," says that Bartlett was the first American alcalde at Yerba Buena, and that he changed the name of the village to San Francisco in 1846.



Wm. P. M. Arthur,  
U. S. Navy,



Johnston, who later became one of the greatest generals of the Confederate Army. Johnston had graduated from West Point in 1829, served in the Black Hawk campaign, was stationed at several forts along the Atlantic seaboard, and in 1836 accompanied General Scott to Florida as a member of his staff. Shortly thereafter Johnston resigned from the army, and took up the study of civil engineering. When the expedition of 1837 was sent to the Everglades, Johnston volunteered to accompany it as topographical engineer. Acting Lieutenant McArthur and Johnston became firm friends, and continued so until the death of the former.<sup>3</sup>

The expedition landed at Jupiter Inlet about the 10th or 12th of January, 1838. Johnston and McArthur warned Powell as to the tricks of Indian warfare, but Powell would not listen, and as a result the command was ambushed, and had it not been for the bravery and coolness of Johnston, the column would have been annihilated.

McArthur was badly wounded in both legs, and was carried to the boats by a faithful negro sailor. Johnston kept the men in orderly retreat and undoubtedly prevented greater loss of life. Later a surgeon removed the ball from one of McArthur's legs, but the other could not be extracted, and annoyed him until the day of his death.

McArthur was sent to the Naval Hospital at Norfolk, and while recovering, courted and married Mary Stone Young, on May 3, 1838. His wife was the daughter of Lieutenant John J. Young, at that time superintendent of the Naval Hospital. During the next two years he saw service on various vessels, and on September 24, 1840, was ordered to the brig *Consort*, detailed to the Coast Survey. The cruise lasted over a year, and during that time a survey was made of the Gulf of Mexico. From that time on his work was almost entirely with the Coast Survey, duty calling him to nearly every nook and corner of his country's coast line.

In the fall of 1848 he received the following instructions,

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<sup>3</sup> "General Johnston," by Robert M. Hughes; Appleton, 1893, gives further particulars of Scott's campaign, and the expedition described here.

dated October 27, and signed by A. D. Bache,<sup>4</sup> Superintendent U. S. Coast Survey: "I have been directed by the Treasury Department to make arrangements for commencing the survey of the Western Coast of the United States. A land party has been for some time organizing under the charge of Assist. Jas. S. Williams. I am directed also to organize a hydrographic party, to accompany or speedily to follow the land party, and you have been assigned to the command of the party. You will please therefore make all preliminary arrangements in conformity with oral instructions already received, or such as may suggest themselves as proper to you under circumstances, observing the usual routine in regard to estimates, etc. If no more suitable vessel for your purpose can be obtained, the *Schr. Ewing*, the transfer of which from the Revenue Service has been directed by the Sect'y of the Treasury, will be assigned to you.

"The fitting out of this vessel and her dispatch at as early a moment as practicable is desirable, say before the first week of November.

"I do not deem it desirable that you should make the voyage in the vessel, as you cannot complete work now in hand, nor so well seize the most prominent objects of the Western work as by making the journey over the Isthmus, and joining the vessel at Panama or San Francisco. The specific duties required of you will be stated later in instructions.

"You are authorized to go to New York in connection with the transfer of the *Ewing* at such time as you may deem best."

Lieut. Commanding McArthur left New York on one of the new Aspinwall steamers, and in due time landed at Chagres. The only route across the Isthmus was up the Chagres River in boats, and thence by mule train over the trail to Panama. Chagres was congested with a motley crowd, from all quarters of the earth, making its way to the California gold fields. Among the fortune hunters were many characterless men, and

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<sup>4</sup>Alexander Dallas Bache was one of America's foremost scientists, and was a grandson of Benjamin Franklin. He was born at Philadelphia on July 19, 1806, and died at Newport, R. I., on February 17, 1867. He served in many positions of note, and was superintendent of the Coast Survey from 1843 to 1867.



even fugitives from justice. They threw off all restraint, and perpetrated so many crimes, that the authorities were powerless. Prominent residents appealed to the more responsible Americans, and asked their co-operation in putting down the violence. Lieut. Commanding McArthur spoke Spanish fluently and accurately, and this coupled with the fact that he was an American officer, caused him to be put at the head of an impromptu vigilance committee. He and his colleagues took the lead so effectively that within forty-eight hours the lawlessness was ended.

When he reached Panama, here too were found many gold seekers, many ill from fever, and the place was overcrowded because of insufficient transportation to San Francisco. Passage tickets were commanding exorbitant prices.

Anchored near the island of Taboga was the ship *Humboldt*, 500 tons burden, owned by a Frenchman, J. B. Ferand, used as a store ship for coal, and bonded in a large sum to remain there in that service. So great was the pressure to leave Panama, that a delegation waited on Ferand, and persuaded him to forfeit his bond, and send the ship to San Francisco, if he could secure four hundred passengers at \$200 each, and providing that no cooked provisions were to be furnished by him except as could be prepared "once a day in a large fifty-gallon kettle." Hot coffee was to be distributed in the morning, and hot tea in the evening, and from the perusal of Lieut. Commanding McArthur's letters, it seems probable that the tea and coffee were prepared in the same large kettle with the meat and vegetables.

Four hundred persons were found who would pay the price, and Ferand had the hulk overhauled. When the *Humboldt* was watered and victualled, Ferand found he had no captain, and he opened negotiations with McArthur, who agreed to navigate the ship to San Francisco, in order to clear the city of Panama of as many men as possible, as the fever was daily growing more prevalent.

McArthur boarded the ship after the passengers were on

board, and at once saw that there were more than the contracted for number, and that the ship was badly overcrowded. He made an investigation that showed that Ferand had sold four hundred and eighty tickets. He ordered the last eighty passengers to go ashore, and proceeded to enforce the order without delay. Fortunately a British brig<sup>5</sup> put into Panama that day and her captain was willing to take the rejected passengers at the same rate.

The *Humboldt* sailed on May 21, 1849. Lieut. Commanding McArthur enforced strict discipline, as being the only means of securing safety and comfort of the passengers and crew. Among the former was Collis P. Huntington, for many years president of the Southern Pacific Company. In the spring of 1890, he recounted to Lewis Linn McArthur, the third son of Wm. P. McArthur, some of incidents of the trip. He stated that there was one exceptionally turbulent fellow aboard, who endeavored to provoke a quarrel with him, and threatened other passengers. When this reached Lieut. Commanding McArthur's ears, he immediately sought out the disturber, and cautioned him not to repeat his annoyances. The man resented this violently and McArthur immediately took his weapons from him and had him put in irons. In a few days his spirits had cooled, and he asked for pardon and promised that there would be no more troublesome conduct on his part.

The passage was very slow, requiring forty-eight days to reach Acapulco. When the *Humboldt* reached that port the passengers and crew were almost famished because of a shortage of food and water.

After a week's delay, the *Humboldt* proceeded to San Francisco, which port she reached in due time.

By the middle of September, 1849, the *Erwing* had arrived from New York, and Lieut. Commanding McArthur was installed aboard, but no sooner had he prepared for operations, than an incident occurred which gave him great annoyance.

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<sup>5</sup> Julius H. Pratt, in the "Century Magazine" for April, 1891, gives an account of his trip to California in 1849, and describes the voyage of the *Humboldt* in greater detail. He states that the British brig that arrived so opportunely was the *Corbiere*.

While the schooner was lying in San Pablo Bay, Past Midshipman Gibson was ordered ashore for some purpose, taking five men and a boat. When the boat had proceeded some distance and the men thought themselves out of sight of the *Ewing*, they seized Gibson and threw him overboard, and made for the nearest shore. Fortunately McArthur was looking through his glasses at the time, and saw the whole occurrence. He dispatched a boat to the relief of Gibson, who was rescued, and the deserters were overtaken and captured. They were tried by court martial, and two were condemned to be hanged, and lashes were ordered for the other three, as was the custom in those days. One of the leaders, John Black by name, was hanged on board the *Ewing*. In all of his letters McArthur mentions the inability to get men to carry on the survey, which was greatly delayed, and this fact discouraged him sorely at times. The high wages and allurements of the gold fields kept men from entering the government service at a few dollars a month, and such men as could be secured were generally worthless.

San Francisco was in the midst of the gold excitement, and in a letter dated September 23, 1849, McArthur wrote to his father-in-law, John J. Young, who was now a commander in the Navy, as follows: "People are still crowding here from all parts of the world, and everybody seems to be as crazy as ever, but good order seems to prevail, and you would be surprised to see how quietly business is carried on—everything shipshape and orderly. There is already a good police in San Francisco, and the same was established yesterday in Sacramento City, so if a Vagabond comes out here to cut up his capers, he is quite mistaken.

"There is no especial news here except that the convention for forming a state and state laws has been in session for some time, and have acquitted themselves with great dignity and good sense. They will have good, wholesome laws, I have no doubt.

"The joint commission for the selection of sites for Fortifi-

cations, Navy Yards, Docks, etc., etc., are all here on board the *Massachusetts*. They are without men and have done absolutely nothing. They have borrowed some men from the Commodore<sup>6</sup> to enable them to run over to the Sandwich Islands and ship a crew. . . . It is asserted that the islands are nearly depopulated already. I hope seamen may be had there, as I may be compelled to recruit there myself."

On October 26, 1849, Lieut. Commanding McArthur wrote to Commander Young, dating his letter from San Pablo Bay. Among other things he says:

"This country is truly one of the greatest wonders of any age. The increase of population is truly wonderful. Let us estimate San Francisco at 100,000 souls, Sacramento City 40,000, and Stockton 35,000 or nearly. Eighteen months ago there was scarcely 100 people in all three. There [are] many other places springing up into importance, and I am now making a survey of a place where great improvements must take place. But as it is an island, it will probably be reserved by Government, and I presume to think that it will be the site for the Navy Yard.

"As soon as I get through with this work, I will go on a cruise of reconnoissance to the northward, and hope to be repaid by some discoveries. At all events, I would be pleased to leave San Francisco for a time.

"Captain Williams has not been able to do any work for want of hands—his men all left him but one, and he is waiting to know whether he may be authorized to give California prices for assistants. He expects to hear from the Superintendent on the subject by the next steamer. The joint commission for Yards, Docks, Fortifications, etc., are used up. They are on board the *Massachusetts*, and will go to the Islands (Sandwich) in a few days for men. I may go there

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<sup>6</sup> Captain Thomas ap Catesby Jones, who had the frigate *Savannah* as his flagship. He commanded the American naval forces in the battle with the British near New Orleans in December, 1814, and it was he who made the premature attempt to capture Monterey, California, on October 19, 1842. When he found that the United States and Mexico were not at war, and that California had not been ceded to England, he withdrew his landing party.

also bye and bye to run away from the incessant rains which are said to prevail with winter.

"[October] 27th. Today I commence work investigating the conveniences and inconveniences of Mares Island Straits with a view of ascertaining whether it would be a suitable place for a Navy Yard. I sincerely believe it to be the only good place in the whole bay. The weather is still warm and pleasant—much more so than in August. Thousands of geese and brandts cover the hills in every direction, eating the wild oats, and the *Coyotl*, a small animal resembling a Fox, spoken of by Prescott (see Conquest of Mexico), is also very abundant.

"I am very much surprised to find so few fish here. We have not caught the first one, and yet they are very abundant further up the Rivers."

In December the *Ewing* made an extended trip to the Hawaiian Islands. Previous to his departure from San Francisco, McArthur was deeply concerned about his health, but the beneficial climate of the islands restored him to his natural condition, and he returned to San Francisco early in 1850, greatly improved in body and in spirit.

This same spring, however, brought new disappointments to Lieut. Commanding McArthur. Interested as he was in the Coast Survey, the desultory way in which the government carried on the work discouraged him. For weeks the *Ewing* lay idle in San Francisco Bay, while the government refused to pay the wages demanded by sailors. Few if any could be secured at the small pay offered by the Department. McArthur chafed at the delays, and finally after much labor the vacancies in the crew were filled, and on April 3, 1850, the *Ewing* sailed out of the Golden Gate headed for a reconnaissance of the northern coasts.

Just before leaving for the northern coasts McArthur wrote to Commander Young, dating his letter late in March. In addition to certain family matters, he wrote as follows: "I have made up my mind to be disappointed with regard to the prob-

ability of our usefulness on this coast. Capt. Williams has as yet done nothing and Heaven only knows when he may be able to proceed with his labors. I have abandoned the hope of his being able to do anything. I feel confident that no work can go on at the present wages of the country as it would require the whole of the Coast Survey appropriation to keep a party together. Wages are still from five to twelve dollars per day, and if anything still rising as the mining season opens. I have written to the Professor and laid my views fully before him.

"In a few days I go to the mouth of the Columbia River and shall make a reconnaissance of the coast both on my way up and returning. I propose also to choose Points for a Light house, Buoys, etc., at the mouth of that river. I shall then be at the end of my tether. It will take about 3 months to perform what is at present required of me and the Superintendent in that time will perceive how utterly vain it is to think of carrying on work here. I am now under the impression that we may be recalled or ordered to disband here in less than six months.

"The country is improving very much in this vicinity and I do not doubt but that San Francisco will be a large and beautiful city, already it has its public Square and churches and other Public Buildings which give it an air of importance. The country is becoming daily more settled and improved, but not so much as might be supposed from the great number of immigrants."

On April 13 he wrote Commander Young from Trinidad Bay as follows: "I may safely say that the only happy days I have spent in the country have been spent since we started. I am at *last* at work and most usefully employed in making a reconnaissance of the Coast as we go up. Great success has so far attended the undertaking, and I must say that I shall have good cause to congratulate myself if I am permitted to complete the work to the Columbia River. I am operating on my

own hook (as the saying is) Capt. Williams being unable to obtain men with which to operate.

"We have completed a very correct outline of the coast, its headlands, Bays, Rivers and indentations from San Francisco to this place, as well as carrying on our soundings as we go, and the results are such as to please me very much. We have discovered many important errors in the charts of the coast, and shall probably discover greater discrepancies as we go to the north, as less is pretended to be known of the country in that direction.

"I shall start from here tomorrow and shall stop at Pt. Georges, distant about 40 miles to the northward of this place. . . . There are also vessels there and a settlement has been made. Rogues or Klamet River is my next stopping place, after that then the Columbia. I may be detained at point Georges Pt. some days, as I shall endeavor to secure the bodies of Lieutenants Ried. Bache and Robert L. Browning, who were drowned at that place.<sup>7</sup>

McArthur's next letter to Commander Young is dated Astoria, Oregon Territory, June 3, 1850. Among other things he says:

"We are now in Oregon, where I shall remain until I receive further instructions or orders. I hope such will be given me as will permit us to proceed at once to work. We can live better and cheaper here than in any part of the coast. The salmon is fine and abundant, but not so good as the shad. Butter is plenty at 62 to 75 cts pr. lb., fresh beef 20 cts. pr. lb. The climate is agreeable and healthy. The water is not inferior to any in the world. The face of the country is too uneven to permit as general cultivation, still it will and must soon become a great agricultural and stock growing country.

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<sup>7</sup> Lieutenant Richard Bache and Lieutenant Robert L. Browning were drowned on the northwest coast of California on March 27, 1850, while making some special surveying investigations. Lieutenant Bache was the younger brother of Professor Bache.

The scenery is beautiful and in some places and some points of view the grandest that the eye ever beheld.<sup>8</sup>

"Lt. Blunt who is now with me has traveled considerably through the country and is so much pleased with it, that he has taken a section of land and made a regular claim to it, he has also taken one for myself and one for Lt. Bartlett, both adjoining his! What do you think of that? I intend to have my claim registered according to the custom of the country. and protect it as long as I may be on the coast. I may be able to sell it this fall to the emigrants. It lies in the Willamette Valley and is represented to be a beautiful location. If I could hold it for 5 years it would be a fortune.

"You can scarcely imagine the change in the prospects of this country since the discovery of the new south channel, and the arrival for the first time of the Pacific Mail Steamers. Property has advanced materially, and points along the river are of much importance, which have hither passed unnoticed.

"The greatest difficulty existing here at present is the want of acts of Congress to define the extent of land claims and to regulate all matters attending the surveying and giving titles, etc. Nothing exists in the shape of law. There already exists much confusion, which is not likely to decrease till laws be passed.

"The great probability is that Oregon will develop more rapidly for the next ten years than any other part of the United States except California. You will soon be startled with the cry that gold is found in Oregon. I have no doubt of its existence myself. It has already been found as far north as Rogues River and the mines on that River are being worked successfully. Several exploring expeditions are scouring the different directions. Their return is looked for with intense interest. You may depend upon receiving letters by every op-

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<sup>8</sup> Among those who made the trip from San Francisco to the Columbia River on the *Ewing* was William H. Packwood, now of Baker, Oregon, who is the sole survivor of the Oregon Constitutional Convention of 1857. Judge Packwood was one of a small party of the First U. S. Mounted Rifles that was transported from San Francisco to Oregon in the *Ewing*. For his description of the trip, see the *Oregonian* for February 20, 1915.



portunity, but especially now by the regular mails. I do not like to trust my letters to ships. They are neglected and lost."

On July 16, 1850, McArthur wrote Commander Young as follows from Astoria: "Since I last wrote you I have been all through Puget's Sound, Hoods Canal, Admiralty Inlet, etc., etc. I went over in the Steamer *Carolina*. We stopped at Victoria on Vancouver Island, and spent a very pleasant night with Governor Douglas of the Hudson's Bay Company. In the morning we went over the farm, visited the dairy, and garden and fields. Everything wore a charming aspect. The wilderness is now in its incipient smile. In a few years it will increase to a broad grin.

"The waters of the sound are a strange and peculiar anomaly. The deep blue sea runs up inland passing between straits but half a mile wide with a depth of over an hundred fathoms. Bays, Harbours, Inlets and Roads startle you at every turning, forming a perfect labyrinth. We journeyed on to Nisqually in the steamer and there I took possession of the "Ship *Albion*" siezed by the collector of the district. She was siezed for a most flagrant violation of the revenue laws and also for committing depredations on our timber, etc., etc. I would have brought her here but could not obtain a crew. We then came across the country traveling through a splendid grazing country for the first 24 miles. Our horses being tired, we tarried 'till morning with an old *Missourian*. The next day we reached the Cowlitz, traveling all day through the most excellent farming country I have ever beheld. We staid all night at the house of an old Canadian who treated us very kindly. We started the next day in a canoe down the Cowlitz and arrived at the mouth of the Columbia without accident, where I found I had been absent from the *Ewing* just one month! I found the sweet little craft all right. Whilst at Nisqually we spent 4 days at the farm of the Puget's Sound Agricultural Society, and witnessed the interesting process of the shearing of *ten thousand* sheep!

"We have now nearly completed our work here and will soon

top our boom southward reconnoitering the coast toward San Francisco, stopping there for provisions, etc., etc. From there we shall go to Point Conception and perhaps San Diego.

"Notwithstanding the unfavorable circumstances under which we have labored, we shall have obtained many very important results and now we have a land party under way we will proceed more rapidly. This winter I shall perhaps be at San Diego, and the next by the blessing of God I shall be at home."

The next letter is dated at San Francisco, August 27. "We arrived here safely on the 22nd. from a cruise along the coast. We have been successful in surveying the mouth of the Columbia River and up the same as far as Astoria. You will be surprised when I tell you that the dangers of the navigation of this truly magnificent river have been vastly exaggerated. We have crossed the bar sometimes as many as ten times a day for weeks together. More vessels have visited the Columbia within the last year than perhaps ever before and not the slightest accident has occurred. We have completed our work faithfully. I feel sure the Superintendent will feel as much gratified as I do.

"On our way from the Columbia River we were successful enough to make a good reconnaissance of the whole coast from Cape Disappointment to this place and the limits of error may be estimated at one mile in longitude and an  $\frac{1}{2}$  mile in latitude. This I consider quite a triumph. We visited every river, bay and headland, and in fact sailed nine-tenths of the way within half a mile of the shore, anchoring every night and resuming our work in the morning. My fame (if any be merited) will rest upon this reconnaissance. I most heartily wish I could send you a copy of it.<sup>9</sup> The scale is ten times as large as that of Captain Wilkes and every accessory has been successfully attended to.

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<sup>9</sup>The three sheets of the Pacific Coast reconnaissance chart were engraved, printed and published in 20 working days from the time the drawings were first received at the Coast Survey Office in Washington—a remarkable record. They are on a scale of about 1-850,000 or approximately 1 inch to 13.5 miles. They may be found in the volume of accompanying papers to the annual report of the Superintendent of the Coast Survey for 1851.

"Upon my return here I find San Francisco very much improved. The Bay is alive with steamers of every size and beautiful brick buildings adorn many of the streets. Business is quite lively and the El Dorado is flourishing rapidly."

On September 15 McArthur wrote from San Francisco: "For my own part I do not deem a geodetic survey required at present. A reconnaissance and the establishment of Latitudes and Longitudes of the principal points, headlands Bays, anchorages, harbors, etc., with a selection of points for Lighthouses and Buoys and general Sailing directions would in my opinion meet the present exigencies and would enable us to investigate the manner, the best manner, of operating for the future. I have already expressed myself in these terms to the Supdt. and I believe his opinion coincides with mine.

"Every day almost I meet some friend or acquaintance from the States. Dr. Rutter, and Dr. Willson,<sup>10</sup> a young brother of Holt, is also here as well as several others from Portsmouth. Washington is also represented and at the Columbia River I met two troupes of Artisans from Baltimore, all old acquaintances.

"Commodore Jones is in many respects the finest naval officer I have ever met. In point of foresight and good judgment he surpasses any."

On October 13, 1850, he wrote: "Since my arrival from Oregon I have been very busily engaged in preparing our work and reports for the past season and will complete everything tomorrow and place all in the hands of Lieut. W. A. Bartlett, who is charged with the charts, etc., and takes them on to Washington." Lieut. Commanding McArthur, in this letter described briefly his visit to the Hawaiian Islands the year before and his entertainment at the hands of His Hawaiian Majesty Kamehameha III. McArthur mentions the fact that by this time wages in the vicinity of San Francisco were gradually resuming normal figures. On October 31 he wrote of the gloom cast over the city by the bursting of the boilers of the

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<sup>10</sup> Dr. R. B. Wilson, for many years a prominent physician of Portland.

*Mariposa*, which killed some 30 persons. He had now been away from home for two years, and the departure of Bartlett, together with the knowledge that he would be away from his family for another year at least doubtless prayed on his mind, but on November 21 he received welcome news from Professor Bache to the effect that a contract was being signed for a 225-ton steamer<sup>11</sup> for the Pacific Coast work. McArthur was directed to return to Washington at once to examine the vessel and prepare plans for the season of 1851. Under these flattering circumstances and overjoyed at the prospect of so soon seeing the family he had for so long been separated from, he set sail from San Francisco for Panama on the *Oregon*, on December 1. Alas, he was never to reach his home. When but shortly out of San Francisco an acute attack of dysentery prostrated him completely, and despite medical assistance he died on December 23, 1850, just as the *Oregon* was entering Panama harbor. He was buried on the Island of Taboga. In 1867 his remains were moved to the Mare Island Navy Yard by Lieut. Commander McDougall.

On February 8, 1851, the members of the Coast Survey met in Washington to pay tribute to the memory of William Pope McArthur. Professor Bache and Brevet Major Isaac I. Stevens, U. S. Engineers, who was at that time attached to the Coast Survey, addressed the meeting and appropriate resolutions were passed. Professor Bache's words perhaps best summed up the work of Lieutenant Commanding McArthur, and showed the feelings of the Survey toward the deceased officer. Professor Bache said:

We are met here, as you all know, to pay a melancholy tribute of friendship and respect to one who was dear to us all—dear as a brother to many of us. Instead of greeting his arrival among us as we had fondly hoped, in health, in the full flush of success, we meet to mourn together over his loss from our band. The work which he has accomplished will live forever. Surrounded by circumstances

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<sup>11</sup> The *Corwin*. Before the vessel was completed it was decided that time could be saved by sending the steamer *Jefferson* to the Pacific Coast. The *Jefferson* was dismantled in a gale off Patagonia, and had to be abandoned. It, therefore, became necessary to send the *Corwin* after all.

the most difficult, perhaps, which ever tried the constancy, the judgment, the resources of any hydrographer, he vanquished circumstances. His reconnoissance of the western coast, from Monterey to Columbia river, and his preliminary survey there, were made in spite of desertion, and even mutiny; in despite of the inadequacy of means to meet the truly extraordinary circumstances of the country. Happy that in his officers he had friends devoted to him and to their duty, especially happy in the officer next to him in the responsibilities of the work.

Prostrated by an attack of fever of a malignant type, contracted while preparing his vessel for sea, Lieutenant McArthur nevertheless persisted in volunteering for the charge of the hydrographical party on the western coast. A subsequent relapse did not abate his determination to enter as a pioneer upon this arduous service, trying alike to his powers of mind and body. Steady in the midst of excitement, he laid his plans in the way to command success. Seizing the peculiar wants of the hydrography of that coast, he applied all his energies to supply them. The gratitude of his fellow-citizens there is already his; the praise of a new country, the resources of which he had aided in developing.

He has been called away just as his wishes were realized, ample means provided, and the first and worst difficulties overcome. In his letters and reports he urged strongly the necessity for enlarged appropriations, and for a steam vessel for the hydrography. His last letters from this office brought him news that both his wishes were gratified, and called him home to make the enlarged arrangements for continuing his work. The arrival of Mr. Cutts with instructions, as late as the beginning of October, confirmed the necessity of his return, and he took passage in the steamer *Oregon*, commanded by his friend, Lieutenant Patterson.

An attack of dysentery prostrated him completely, and from this, in spite of the best medical attendance, of such nursing and attendance as only the circumstances to which I have referred could insure, he rallied but for a time, and sunk to his final rest before he could be landed at Panama. His remains were consigned to a foreign soil, to be brought, let us hope, to his country, where all his affections centered.

He has not lived in vain. His name will ever be bright in the annals of our Survey, whether in the more usual labors on our Atlantic coast, or as the pioneer on the shores of the Pacific. Always advancing as life advanced—the last his crowning work.

Professor Bache having concluded his remarks, Lieut. Washington A. Bartlett, U. S. N., arose and said:

Mr. Chairman and Gentlemen: After the appropriate and feel-

ing remarks of the chairman, it is unnecessary for me to add more than to say that when I left Captain McArthur on the western coast he was in excellent health and buoyant spirits, in view of what had been, and what he hoped yet to accomplish. It was my good fortune to be long associated with him, and that association caused me to love him as a brother. I will not detain you, but offer the following resolutions for your consideration:

1. Resolved, That the civilians and officers of the army and navy engaged on the United States Coast Survey, now assembled in Washington, have received with feelings of deep emotion the melancholy intelligence of the death of Lieut. Commanding Wm. P. McArthur, U. S. Navy, Assistant in the Coast Survey; and that in his sudden and unexpected decease the navy has lost one of its most gallant and accomplished officers, and the Coast Survey one of its most zealous and efficient laborers.

2. Resolved, That the successful reconnoissance of the western coast of the United States, from Monterey to Columbia river, and the preliminary survey of the entrance to the Columbia, accomplished under the most peculiar and extraordinary difficulties, while they are proofs of his unconquerable energy, determination, and skill, have forever identified the name of Wm. P. McArthur with the progress of the Republic in the West.

3. Resolved, That we most sincerely sympathize with the bereaved and afflicted family of our generous and warm-hearted friend in their irreparable loss, and commend the widow and orphans to the gratitude of the Republic to whose service the husband and father was so ardently devoted throughout his life.

4. Resolved, That Professor A. D. Bache, Superintendent of the United States Coast Survey; Brevet Major I. I. Stevens, of the United States Engineers; Lieutenant M. Woodhull, of the United States Navy; Mr. J. J. Ricketts, of the United States Coast Survey, and Passed Midshipman R. M. Cuyler, of the United States Navy, be a committee to take the necessary measures to have erected, in the Congressional burying ground, a suitable monument commemorative of the services and virtues of the deceased.

5. Resolved, That a copy of these resolutions be communicated to the Navy and Treasury Departments, with a request that they be placed on the files, and also to the family of the deceased, and that they be published.

6. Resolved, That the officers of the Coast Survey will wear a badge of mourning for thirty days in further testimony of their regard for the memory of the late Lieutenant Commanding William P. McArthur.

Major Stevens, in seconding the resolution, addressed the meeting as follows:

I rise, Mr. Chairman, in the name of one of the co-ordinate services associated on duty here, to pay a tribute to the memory of Lieut. McArthur. I can add nothing to the remarks that have been already made. I simply propose to pay a tribute of feeling and respect.

It was not my fortune to know Lieut. McArthur personally. But I feel that I know him well through his works. They hold up his character as worthy of all respect and admiration. In prosecuting his labors on the Pacific shore he exhibited a constancy, an energy, and a rare force of command which enabled him to triumph over almost insuperable difficulties. These qualities would have made him conspicuous in any career. He possessed all the elements of the heroic spirit. Trials which bowed down the strength of strong men gave his feeble frame almost superhuman strength; and he accomplished, in the midst of sickness and physical depression, of mutiny and desertion, labors that those most highly favored by health and appliances would have shrunk from. His example appeals to us with irresistible force. How can we yield to despondency witnessing his lion heart accomplishing its great purpose—giving vigor to a worn-out frame, and snatching success from the elements of defeat?

McArthur was an ornament to both services with which he was connected—to that larger service, the profession of his youth, in which he took such pride; and to that other service to which his maturer years have been applied. He has, in the words of the resolutions, for ever identified his name with the progress of the Republic in the West. It has gone into history, and will henceforth be associated with those of Decatur and of Perry.

The resolutions having been agreed to unanimously, the meeting adjourned sine die.

(Signed) A. D. BACHE, Chairman.

THORNTON A. JENKINS, Secretary.

Under the date of December, 1850, and published probably early in 1851, the Coast Survey issued a small pamphlet entitled "Notices of the Western Coast of the United States." This pamphlet contained eight notices, all of them by McArthur and Bartlett, which dealt with Pacific Coast matters. A brief synopsis of these notices follows:

"No. 1. Sailing Directions to Accompany the New Chart of the Western Coast of the U. S. First edition, published

December, 1850." We will omit the general directions and the directions for Sheet No. 1, and part of Sheet No. 2. The remaining directions are as follows:

"Klamath river has 15 feet on the bar at low water. It is not difficult of entrance with a good breeze, but very difficult to get out of, the current running so strong that sailing vessels must come out stern foremost to be steered. There is a staff on the south side of the river, on which a white flag, with black ball, is generally hoisted.

"Port St. George is a safe anchorage in the summer at the point indicated by the anchor. The reef off Cape St. George consists of rocky islets. The in-shore channel is good and clear, and shown by the track of the schooner *Ewing*. From Pelican Bay, with a breeze, take this channel.

"From Cape St. George to the Toutounis, or Rogue's river, there are no special dangers. In the summer, vessels may anchor anywhere along the coast, and there are landing places south of all the rocky points. The Toutounis, or Rogue's river, has but 10 feet on the bar, is rapid, and passes between high mountains.

"Avoid the kelp, which indicates rocks under water, and do not approach the shore at night.

"Ewing harbor<sup>12</sup> is a safe anchorage in summer. There is no surf in the landing cove."

"From Cape St. George to Cape Orford,<sup>13</sup> the coast is thickly inhabited by bands of wild Indians, and care is necessary not to be surprised by them.

"There is a reef of rocky islets off Cape Orford.

"From Cape Orford to Cape Arago, there is no danger clear of the beach.

"The Kowes river<sup>14</sup> has not yet been examined. The anchorage to the northward of the bluff is good.

"The Umpqua is accessible for steamers, and for small sailing vessels only, under very favorable circumstances.

"When off Cape Arago, in clear weather, the high sand bluffs of the Umpqua are plainly seen."

"The coast from the Umpqua river to the Columbia is generally bordered by a sand beach, with white sand hills, and the interior is densely wooded with fir or pine. The cliffs, when they occur, are bold, but afford no shelter for anchoring. In the summer, a vessel may anchor in twenty fathoms off any of these beaches.

<sup>12</sup> Ewing Harbor is now known as Port Orford.

<sup>13</sup> Cape Orford is now Cape Blanco.

<sup>14</sup> Kowes River—Coos Bay.



"The Alseya, Yaquinna, and Killamook<sup>15</sup> rivers require further examination.

"In proceeding to the northward in winter, make Killamook head, and if the weather renders approach to the bar of the Columbia undesirable, keep to the southward of Cape Hancock, (Disappointment,) as the current is northwardly in winter.

"There are good pilots in attendance at the mouth of the Columbia, and the chart of the entrance and bar will give directions for approaching. The pilots are usually off the south channel in a small schooner showing a fly at the main. If not seen, fire your guns.

"Cape Hancock (Disappointment) has several trees trimmed up, showing a 'broom top,' and may be thus known from the cape to the northward of Shoal-Water bay.

"To avoid mistaking Shoal-Water bay for the mouth of the Columbia (the soundings being similar), make Killamook head. Never omit this in winter. There are no dangers of the beach northward of Killamook head, and the soundings in approaching it are regular.

"Note.—Notwithstanding the remarks as to the general fact of the winds prevailing in the N. W. and N. N. W. quarter during the summer, it is proper to state that, in the month of June, 1850, the winds to the northward of San Francisco were light from the southward and westward, with showers north of Mendocino for the whole month, and the coasters ran to the northward with all steering sails.

"It is, however, yet to be demonstrated whether June is a regular period of southerly breezes."

"No. 2. Islands and Rivers." McArthur states that he considers the "*Farrallones*" to be the only islands deserving of the name between Monterey and the Columbia River, and recommends that a lighthouse be placed on them. Under the head of "Rivers," he mentions the following Oregon streams:

"The Klamath.—On the bar of this river there are 17 feet water at mean low water. The channel is so narrow, and the current so strong, that I deem it unsafe for sailing vessels. Steamers are required to make this river useful.

"Rogue's river.—This river has 10 feet water on the bar at the mouth, at mean low water; but it is too narrow for sailing vessels, as there is scarcely room to turn in the channel.

"The Coquille river is not available for any thing larger than small boats and canoes.

<sup>15</sup> The early spellings of Tillamook were all with a K, indicating a guttural pronunciation.

"The Kowes.—This river was not so closely examined, but to judge by appearances at the mouth, I do not hesitate to express the opinion that it will be found to be available and very useful for steamers.

"The Umpqua.—I crossed the bar of this river in the second cutter, in 14 feet water, and passed into three fathoms on the inside of the bar, the rollers breaking at the time all the way across the channel. The channel, in my opinion, is practicable for steamers, but dangerous to sailing vessels, unless under very favorable circumstances.

"The remaining rivers to the northward can only be entered by small boats, except, perhaps, the 'Yaquina,' which might be entered by vessels of a larger class.

"In making my report, with regard to the navigation of these rivers, I beg leave to be considered as only giving my opinion, unless in case when I mention particularly the depth of water, then, of course, I speak authoritatively. I would recommend, however, an early and detailed examination of all; and for this purpose a steamer is indispensable. All of which is respectfully submitted by your obedient servant."

"No. 3. Columbia River, Oregon." This is the first hydrographic notice ever published by the Coast Survey for the Pacific Coast, and should be reproduced in full on that account. It follows:

"Sailing directions for entering the Columbia river<sup>16</sup> as far as the harbor of Astoria, by Lieut. Commanding W. P. McArthur, U. S. N., Assistant in the Coast Survey.

"It is best under all circumstances to have a pilot; but should it be necessary to enter the river without one, the directions for the north channel are: First, bring Sand Island in range with Point Ellice, and stand in towards Sand Island, passing the south end of the north breaker; when Cape Disappointment and Leading-in-Cliff are in range, haul up towards the Cape, keeping Leading-in-Cliff in range until nearly abreast the Cape. Give the Cape a small berth, and continue on towards Baker's Bay until the second island in the bay can be seen; then keep off, and with the second island and Cape in range astern, it will pass clear of the north part of the Middle Sands. As soon as the soundings shoal on this course, keep off towards Sand Island, and passing close by the east end

<sup>16</sup> The Columbia River chart, on a scale of 1:4,000 or about one inch to five-eighths of a statute mile, may be found in the accompanying papers to the annual report of the Superintendent of the Coast Survey for 1851.

of the island, get the beacon on the island in range with a tree on Cape Disappointment (which is trimmed up like an umbrella), and with that range astern, stand on up the bay until the custom-house is on with Young's Point, when haul to the east, and keep the last range on till nearly up with Young's Point. Pass along the south shore, running by the lead until up to Astoria.

"To enter the south channel, bring the beacon on Sand Island to bear north 40 degrees east, (true,) and Point Adams on the peak, which can be seen east of Point Ellice, and called 'Jim Crow,' (upon which there is a notable tree,) nearly in range, the vessel will be then on the bar in the south channel in the best water. Steer for the beacon, taking care not to sag to the eastward; rather keep close to the breakers on the Sand Island shore. Pass close to Sand Island, and fall into the range of the beacon with the trimmed tree on Cape Disappointment, and proceed as already directed.

"The best time for entering is on the first or last of the ebb tide. The last of the ebb tide is preferable in either channel."

No. 4 consists of notes on the new chart of the Columbia River, by Lieutenant Commanding McArthur, and is worded as follows:

"Notes on the new chart of Columbia river, from a preliminary survey, by Lieut. Commanding W. P. McArthur, U. S. N., Assistant in the Coast Survey.

U. S. Surveying Schooner Ewing,

San Francisco, September 25, 1850.

Sir:

\* \* \* \* \*

"When comparing our chart with that of the Exploring Expedition, the changes of the channels and shoals at the mouth of the Columbia river will be found to be numerous and considerable. Sand Island is nearly a mile further to the westward now than it was in 1840-'41. The north channel seems to be gradually filling up, whilst the new south channel is becoming both larger and deeper. This change will go on until some violent storm will throw up the sand again, and upon subsiding leave the water of the river to find a new channel.

"I have examined all the charts that have been made of the Columbia river from the time of its discovery to the present, and find that there has been continued changes going on, but at all times has there been a good deep channel at the mouth of this river.

To these changes in the channel is to be attributed the great dread which navigators have had of the Columbia.

"There is now a good Pilot at the mouth of the Columbia, and I have recommended a Light-house on Cape Disappointment, and five buoys to be placed in such a manner as best to point out the channel. I would also recommend that these be placed under the superintendence of the Pilot, who will always know when any change in the channel takes place, and he can move them to such positions as he might think best. By this means, the dangers and delays attending the navigation of the Columbia would be vastly diminished.

"The greatly increasing commerce of Oregon demands that these improvements be made immediately. The more especially since the Columbia is the most important portion of Oregon for the pursuits of commerce.

"After crossing the bar, there is a good, unobstructed channel for ships up as far as Astoria, beyond which Tongue Point bar presents quite a serious obstacle to vessels drawing sixteen or even fifteen feet water. The channel over this bar is very crooked and shallow; vessels seldom pass it without delay. Once beyond Tongue Point bar, vessels can easily go up the Columbia as far as Fort Vancouver, on the Columbia, and Portland, on the Willamette river. I am of the opinion, however, that the time is at hand when the navigation of the Columbia river will be conducted by steam vessels as far down as Astoria.

"The harbor of Astoria is perfectly safe and capacious; abundance of wood and water can easily be procured. The holding ground is good.

"Within the last eighteen months, more vessels have crossed the Columbia river bar than had crossed it perhaps in all time past, and during that time no vessel has received the slightest injury; and but few have met with much delay.

"I would request that our Chart of the Columbia may be published as soon as may be practicable."

I am, very respectfully and truly yours,

(Signed)

WM. P. McARTHUR,

Lieut. Com'g and Assistant U. S. Coast Survey.

"To Professor A. D. Bache,

Superintendent U. S. Coast Survey, Washington, D. C."

"Note.—This Chart will be published at the Coast Survey office about the tenth of March, 1851.

"No. 5. Columbia River, Oregon." This note by Bartlett relates to the draught of vessels that may be taken over the

Columbia River bar, and the statement is made that vessels drawing 17 feet could be taken over the south bar at  $\frac{1}{4}$  flood or  $\frac{3}{4}$  ebb without the least risk. In addition, this notice says:

"In addition, I would state that my experience at the mouth of the Columbia, has convinced me that the south channel is the practicable commercial channel of that river for certainty and safety, with the additional advantage of accomplishing the passage, to or from the river, without waiting for a particular wind. Ships frequently pass the bar inward in fifteen minutes after receiving their pilot, and outward in thirty minutes after getting their anchors.

"A disabled ship, that can be sailed so as to have good steerage way, can pass over the south bar in safety, when it would be impossible to get her in by the north channel.

"From the 18th of April, to the 5th of August, 1850, there was no day that the south channel was not practicable for vessels, and was in daily use.

"I crossed the bar (south channel) in the pilot-boat 'Mary Taylor' during the 'heaviest bar' that occurred within the above named period, beating out with the wind ahead.

"The principal pilot of the bar is Captain White, late pilot of New York harbor; he is very intelligent, and competent to his duties, and no accident has occurred at the mouth of the Columbia since September, 1849, when he commenced his duties as pilot.

"The commerce of the Columbia river—the great artery of the fertile valleys of the Columbia and its tributaries—is rapidly increasing; the Pacific Mail Steamship Company's steamers now proceed to Astoria, and return to San Francisco with the monthly mails. A small steamer has been built at Astoria, and is now employed in the river trade. A second steamer was on the stocks when we left the river.

"Regular lines of sailing and steam-propeller vessels, are also established between San Francisco and the various Puget towns on the Columbia; also to Nisqually, and other points in Puget's sound."

No. 6 relates to the lights deemed necessary for San Francisco Bay and its approaches.

No. 7 relates to the report of Bartlett on the proposed light-house at Cape Disappointment, which is as follows:

Washington, November 29, 1850.

"Sir: In answer to your inquiries as to the character of the Light-house, which should be erected at Cape Hancock or Disappointment, at the mouth of the Columbia River, Oregon Terri-

tory, and for information as to the locality on which it should be placed, &c.:

"I have the honor to state, that Cape Hancock or Disappointment, at the mouth of the Columbia River, Oregon Territory, where it is proposed by a late act of Congress to erect the principal Light-house for that river, is a bold cliff of columnar basalt, rising perpendicularly from the sea to variable heights of from 200 to 300 feet, terminating in unequal rolling summits, covered with a rich and fertile soil.

"These summits vary also in width from ten to fifty feet at the apex, whence they slope by a quick descent to the northward; the northern or in-shore face of the hills being covered by a dense growth of gigantic pine, alder, and other trees, with a thick growth of vines, 'Salmon Berry,' and other shrubbery.

"The summit of the sea-cliffs (which are not covered by the forest) is the proper position for locating the Light-house, say within two to four hundred yards to the westward of 'Broom Station,' as given in our triangulation of the river: should the Tower be placed there, it will show the light from the lanthorn around three-fourths of the horizon, without the necessity of felling the trees to the northward.

"In this position, the base of the Tower will be about 250 feet above high water mark, and should the Tower be raised 80 feet to the deck of the Lanthorn (and in my opinion it should not be less) on a base of 25 feet diameter, it will be a prominent land mark, for making the Cape in the day time.

"The lanthorn or light, which is to be placed on the tower, should be of a power not less than the best Light on Navesink; in other words, a Marine light of the first power.

"The Tower should be constructed of fire-proof materials, and no wood whatever should be admitted into the construction of the building; as there is at all times much danger of the forest being fired to the northward, which, in such a case, would inevitably destroy the building.

"From the cove in Baker's Bay, where the materials would be landed, the distance is about 1,000 yards by a path, now greatly obstructed by huge trees which have fallen across it. It must ever be a difficult matter to transport any great amount of bulk or weight to the summit; a good road must first be made. Whether the tower is constructed of wood, iron, or brick, the material must be transported in small parcels.

"When such a tower as I have contemplated is lighted up by a light of the first power, it will be clearly visible for a distance of nine leagues at sea, from the N. W. by the W. and S. W. to the

south, and by the east for the entire width of the river, and for the same distance up the Columbia.

"A light on Cape Hancock, or Disappointment, will be of vast importance to the rapidly increasing commerce of Oregon, as it will enable all vessels to approach the coast boldly, and then to maintain their positions on pilot-ground till daylight, when they will at once be taken into port by highly intelligent pilots now fully established there.

"Very respectfully, sir, I have the honor to be, your ob't serv't,

"(Signed)

WASHINGTON A. BARTLETT,

"Lieut. U. S. N., Assistant Coast Survey.

"To Professor A. D. Bache,

"Superintendent U. S. Coast Survey."

No. 8 is Lieut. Commanding McArthur's report on the establishment of lights at "Cape Flattery and New Dungenness, Oregon." This report is as follows:

"U. S. Surveying Schooner Ewing,

"San Francisco, September 25, 1850.

"Dear Sir: The portion of your instructions relating to the investigation of the necessity, or otherwise, of light-houses at Cape Flattery and New Dungenness, has been attended to, and I beg to report as follows:

"I have carefully examined the roadstead of New Dungenness, and find it to be safe and capacious. The holding ground is excellent, and it is well protected from all winds except those from the N. E.; a quarter from which it seldom or never blows so hard as to endanger shipping.

"The ingress and egress are remarkably convenient.

"A point, two and a fourth miles in length, extends from the main land, and completely shelters the anchorage from the strong and prevalent northwest winds. This point is quite low and narrow, and not discernible at night. On the extremity of this point, I would recommend a light-house of the first power to be built; the shaft to be not less than 80 feet in height. Thus situated, it would guard navigators against the spit, as well as point out the anchorage. The entrance is entirely clear; but, as the profile of the bottom is so precipitous, I would advise navigators to come to anchor in not less than 10 to 13 fathoms water.

"A light-house is much needed also at 'Cape Flattery'; and I would recommend that it be situated on 'Tatoochi island,' a small island almost touching the northwest extremity of Cape Flattery.

"To vessels bound from seaward, a light-house on this island

would be of much assistance. It would enable them to enter the straits, when the absence of a light would frequently compel them to remain at sea till daylight. Once inside the straits, vessels are comparatively secure.

"The advantage of having the light-house situated on the island instead of on the extremity of the Cape is, that it would serve as a guide to vessels seeking Neap or Scarborough's harbor, a small but secure harbor of refuge about four miles inside the straits. Strong contrary currents will cause navigators to seek this little harbor quite frequently.

"Traffic is very much on the increase in Oregon; and, while it must be admitted that the great increase has been on the Columbia river, yet it has also much improved on the Sound. Lumber has become an extensive article of export, and it is quite probable that there is no country on the face of the globe where it is so abundant, so good, and so convenient.

"It seems to me that the Government should be informed that ships are continually arriving at different points of the Sound to obtain spars and lumber, (they of course take the best and most convenient,) and it might be deemed advisable on the part of the Government to take means to arrest these depredations. I had occasion to witness them, and was called upon by General John Adair, the collector for the district of Oregon, to assist him in enforcing the revenue laws, and arrest even foreign vessels from smuggling and cutting our timber. See his report on the subject to the honorable Secretary of the Treasury.

I am, very respectfully, &c., truly yours,

"(Signed) WM. P. McARTHUR,

"Lieut. Commanding and Assistant U. S. Coast Survey.

"To Professor A. D. Bache,

"Superintendent U. S. Coast Survey, Washington, D. C."

Among the papers of Lieut. Commanding McArthur was found a letter apparently addressed to him, and signed by George Gibbs, dated at Astoria, November 23, 1850. There seems no doubt but that it was written by the pioneer ethnologist of Oregon. It follows:

"Dear Sir: Mr. Frost forgot to procure from you a power of attorney to sell lots at this place when he was in San Francisco. It is very desirable that some one should possess the power of sale here, as it would take too long to send around to the various owners in case a purchaser appeared. Will you be good enough therefore to forward one and in case you write to Mr. Bartlett, to request a similar power from him. I intend



soon after the steamer is out to prepare some papers which will place the affairs of the property in better order and will advise you of them. When Mr. DeWitt was here I was in some doubt whether Frost had deeded to you the exact amount he intended to. I now propose to divide it into shares, which will be a common divisor of every man's interest, and that stock or scrip be issued accordingly. Please let me know what you think of the proposal, and if you can assent to it on Mr. Bartlett's behalf. If aye, whether I shall issue your scrip to you jointly or severally.

Very truly yours, etc.,

George Gibbs.

"I see a letter in the Pacific News of Oct. 24, signed by a man named Morse, puffing Pacific City in a most preposterous style. He is a person whom Dr. White brought in on the *Ocean Bird* to lecture up his town throughout Oregon. The letter was written before the animal had ever seen the country. I understand also that another of his new importations, a "Professor Jackman," has written something in a similar vein, but attacking Astoria, and a Weekly Cal. Courier of some time since had an article signed by Edmonds and Edwards stating that they had piloted in or out over 200 vessels in three years, and that Bakers Bay was the only good harbor. I believe that you yourself know that this statement is false on the face of it, as that number of passages of the bar did not occur previous to White's coming here and that Latty and Reve were the pilots. Now is it worth while to answer these things over two or three signatures, or say a dozen? I have only the Pacific News of the 24th in my possession. If you think that I can procure the other two papers, please send them. Jackman's article was in the News sometime in October—Edmonds' in the Courier of I believe the same month. It struck me that as there was one responsible or at any rate actual name, it might be time to pounce on Dr. White as a humbug. But you can best judge from your position whether he is effecting anything. I have sent by this mail two memorials to Thurston against the removal of the Custom house, and have one on the desk signed by shipmasters and owners."

In 1876 the United States government built the schooner *McArthur* at Mare Island, California, and named her in honor of Lieut. Commanding William Pope McArthur. For the past 39 years the *McArthur* has been in practically continuous service in the work of the Coast and Geodetic Survey on the Pacific Coast. The vessel is 115 feet long and of 220 gross tons, and has long since served her usefulness. In his last

annual report, Secretary of Commerce Redfield strongly condemns the government for requiring men to go to sea in such a ship.

In 1886, Lieutenant James M. Helm, U. S. N., surveying certain parts of the Alexander archipelago in southeastern Alaska, was in command of the *McArthur*, and he named McArthur Peak, 2239 feet high, on Kuiu Island, in honor of his vessel, and he also named Port McArthur on the same island for the *McArthur*.

The Coast and Geodetic Survey named McArthur Reef, in Sunner Strait, off the mouth of Clarence Strait, in the Alexander Archipelago, for the schooner *McArthur*.





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