

## IN THE SENATE OF THE UNITED STATES.

JANUARY 31, 1877.—Ordered to be printed.

Mr. COCKRELL submitted the following

## R E P O R T :

[To accompany bill H. R. 3489.]

*The Committee on Claims, to whom were referred the bill (H. R. 3489) for the relief of Capt. Samuel Adams, and the accompanying voluminous documents and papers, have duly considered the same as far and as thoroughly as time would permit, and submit the following report*

This bill appropriates to Captain Adams \$3,750, "in full satisfaction of his claim or claims against the United States for all services, losses sustained, and moneys expended by him in exploring the Colorado, the Blue, and the Grand Rivers of the West, and the region of country adjacent thereto, and reporting the same to the Secretary of War and the Congress of the United States." This is not the first presentation of this claim to Congress. It was presented to the Senate during the Forty-first Congress, and referred to the Committee on Claims, without action being had. It was again presented to the Forty-third Congress (S. bill 534) and referred to this committee, and was duly considered by this committee; and on the 17th day of February, 1875, Mr. Washburn made the following report from this committee:

[Senate report No. 662. Forty-third Congress, second session.]

FEBRUARY 17, 1875.—Ordered to be printed.

Mr. WASHBURN submitted the following report, to accompany bill S. 534:

*The Committee on Claims, to whom was referred the bill (S. 534) to pay Samuel Adams for services rendered in exploring the Colorado River and its tributaries, having considered the same, submit the following report:*

Captain Adams's communication to the House of Representatives, first session Forty-first Congress, (Miscellaneous Document 37,) is composed of four parts: First, a letter to the Hon. E. M. Stanton, Secretary of War; second, concurrent resolutions of the Territory of Nevada, tendering thanks to Hon. Samuel Adams and Captain Thomas Trueworthy; third, a petition to the honorable House of Representatives, United States of America, signed by Samuel Adams; and, fourth, a report of Captain Samuel Adams on the exploration of the Colorado River of the West and its tributaries, to the Hon. W. W. Belknap, Secretary of War.

The first part briefly describes the efforts of Captain Trueworthy and Captain Adams to establish the business of transportation on the Colorado River with the lower Mormon settlements in Southern Utah and Southern Nevada. In this they were unsuccessful; and Captain Adams complains that parties in San Francisco successfully conspired to defeat their plans. Two trips were made by a vessel owned by Captain Trueworthy. It does not appear that Captain Adams had any money invested in the enterprise. When the vessel made her second trip Captain Adams did not know of it until the vessel had left San Francisco. He being in Oregon and hearing of its departure, proceeded to Callville, in Southern Nevada, built a raft, and descended the river to La

Paz, where he met the boat, and returned to Callville. On one of these trips he proceeded to the head of the first cañon above Callville, there built a raft, and returned to Callville. The distance which he thus traversed he estimates to be eleven miles.

In the winter of 1857-'58 Lieutenant Ives explored the Colorado River, from its mouth to Callville, and made an elaborate report, accompanied by maps. This report was published by the General Government. The only part of the Colorado River included in Captain Adams's explorations which had not been explored and thoroughly mapped previous to the trips made by himself, Trueworthy, and Rodgers, was the eleven miles above Callville before mentioned.

The fourth part of the communication, which is entitled "An exploration of the Colorado River and its tributaries," &c., is a journal of a trip from Breckinridge, in Colorado Territory, down the Blue to its junction with the Grand, and down the Grand for a number of miles.

It appears that Captain Adams, with several others, built small boats at Breckinridge, intending to explore the Colorado River, and expected to reach that river by descending the Blue and then the Grand. They started on their journey on the 14th of July, 1869, and continued until August 14 following. On August 8 three of the party abandoned the expedition and returned to Breckinridge. On the 15th the remaining members of the party, with Captain Adams, gave up the expedition also, and returned to Breckinridge.

That part of the Blue below Breckinridge, and the Grand from the mouth of the Blue to the point where Captain Adams's party left the river to return to Breckinridge, was not an unexplored region.

In the first part of the report, when Captain Adams was at the head of the cañon, eleven miles above Callville, he says: "From an eminence at the head of the cañon I could see an open valley, sixty miles in length, extending to the northeast." Doubtless this was the valley of the Rio Virgen. The journal of the 12th, 13th, and 14th days of August has the following record:

"Three years before I stood at the head of the Black or Big Cañon of the Colorado River, and, looking to the northeast, I could see a valley extending seventy-five miles in length. \* \* \* Now I stood at a point above, and, looking southwest, I could see the narrow territory which separated us."

It is easy to trace on the map the progress made by the party from day to day and until it passed through the Park Mountains, which form the western wall of Middle Park.

The record of distances shows that they went ninety-five miles. If we make allowance for his usual exaggeration of known distances, this point would be situated about half-way between the mouth of the Blue and the mouth of Eagle River; but giving him the benefit of his own estimates, he should have reached the mouth of Eagle River, though in his journal he makes no mention of having seen that stream.

Supposing, however, that he reached the mouth of Eagle River on his trip down the Grand, he was yet one hundred and seventy-five miles from the Colorado River, or from the mouth of the Grand, in a direct line, and by way of the river more than three hundred miles. From the Rio Virgen, which he states that he could see, it was more than eight hundred miles by way of river. The two points are separated by more than seven degrees of longitude and four degrees of latitude.

In the heading of the fourth part of the document above mentioned the following words are found: "Discovery of ancient ruins, cities, canals, abandoned mines," &c.

In the body of the journal Mr. Adams goes on to describe the pueblos and ruins of New Mexico and Arizona, but does not, except in the heading, claim that he discovered them. They were in fact discovered early in the history of the explorations of North America, and many travelers give more or less elaborate accounts of them. In the first volume of Bancroft's History of the United States an account of these earliest explorations and discoveries in this country is given. Elaborate descriptions, with illustrations, of these pueblos and ruins can be found in various reports made to the General Government of the United States. See reports of Emory, Abert, Cooke, and Johnston, made in 1848, and reports of Johnston, Smith, Bryan, Michler, French, and Marcy, made in 1850, and by Ives in 1861. Very elaborate accounts of these pueblos and ruins can also be found in Schoolcraft's report.

A number of years ago, Mr. Lewis H. Morgan, of New York, published an extensive account of the same ruins, pueblos, and people, in the North American Review. Indeed, the literature concerning this subject is very extensive.

On this trip which Captain Adams made down the Grand, he did not visit these pueblos, nor did he reach them. The nearest mentioned by him were more than four hundred miles away from any point which he claims to have visited. If he had at any time previous to that visited them, it cannot properly be said that he discovered them; and what he says of them is in part erroneous and in part exaggerated. At the time of the writing of the first part of the document under consideration, which is dated March 29, 1867, the upper part of the Colorado River was unexplored. This unexplored portion he attempts to describe in two places, as follows: "From my observation, and from information received from Indians, and from the maps and correspond-

ence in the Historical Society of Salt Lake City, to which I had free access through the kindness of George A. Smith, secretary of the same, I am satisfied there are none of those dangerous obstructions which have been represented by those who may have viewed them from a distance, and whose imaginary cañons and rapids for several hundred miles below had almost disappeared at the approach of the steamer." And again, in the fourth part, he speaks of looking over the country, and seeing the mouth of the Rio Virgeu, more than eight hundred miles away, as above quoted.

The whole paper is a complex tissue of errors and exaggerations. He starts on his voyage down the Blue, 700 feet above the highest peak of the Rocky Mountains. He discovers fields of wild grain, unknown to the botanists of North America. He discovers mines of precious metals of fabulous wealth. He states that those opposed to his exploration of the Colorado River cut down the timber along its banks, so that he could procure no fuel for his boat, &c.

Mr. Adams has made no map of any part of the Colorado River, or any of its tributaries. He has determined no latitude or longitude and no altitude, and in describing parts which he has probably seen he often errs in giving correct position by several hundred miles. Whatever may have been the services of Mr. Adams, they were rendered without any authority of law, and your committee, seeing no reason why the Government should be called upon to pay for them, report back the bill referred to them, and recommend that it be indefinitely postponed.

The affidavit of claimant giving the grounds of his claim is as follows, to wit :

DISTRICT OF COLUMBIA,  
*County of Washington :*

Samuel Adams, being duly sworn according to law, deposes and states the following facts in support of his petition dated December 13, 1869, and addressed to the Senate and House of Representatives of the United States of America, asking compensation for services rendered and money expended, to wit :

During the year 1863, I was engaged in mining operations at La Paz, on the Colorado River, west, about 300 miles up from the mouth, and while so engaged I acquired a considerable knowledge of that region of the country and of its mineral resources, and thus became aware of the necessities of it, and the difficulties of developing such resources. One of these difficulties was the existence of a powerful combination known as the Combination Navigation Company, then monopolizing the navigation and trade of the Colorado River from its mouth up to Fort Yuma, a distance of 140 miles, and to La Paz, a distance of 300 miles. This company was a branch of the company of the same name which was operating then in the State of California, its center of organization being San Francisco.

Early in 1864, as had been the case for ten years before, this company held the monopoly of transporting stores and supplies for our Army up that river to Fort Yuma and Fort Mohave, and stores and supplies, tools and implements, for some twenty-five hundred miners engaged immediately upon the river. It had successfully prevented all competition, and while giving the preference to the Government transportation, it had allowed about fifteen hundred tons of freight to accumulate at the mouth of the river, and while this state of things existed the branch as well as the principal company were making most strenuous efforts to induce Congress to make a large grant, of alternate sections of land on the river, to them, to enable them to remove obstructions to the navigation of the river, when in fact no serious obstructions existed. It was then obvious to me that so long as that organization held sway, and prevented both the Government and the people at a distance from obtaining knowledge of the true state of things, the mining and every other interest of that region must suffer enormously. I, therefore, began to cast about for a remedy, and, early in 1864, I went to San Francisco, where, after a time, I succeeded in inducing Capt. T. E. Trueworthy to take his steamboat Esmeralda and eight schooners around to the mouth of the Colorado, and commenced navigating it, with the view of exploring it more thoroughly and up to the higher points. Captain Trueworthy was the principal owner of the boat, which had been engaged in the navigation of the Sacramento River. His object was to build up a business for himself and partners where there was a large field for operation, and where profits would be probably very great, while my immediate object was to effect the exploration of the river, and raise the blockade by which this monstrous monopoly held the mining interest, but an ulterior object I had in view was the obtaining the aid of the General Government and the employment of myself in making explorations of the river, even to its headwaters, believing that I would find vast mineral wealth, as well as fertile lands enough for the population of several large States. We, therefore, agreed to co-operate together, and that while he sought to earn freight and build up a trade on the Colorado, I should make my surveys and soundings, and assist him in protecting his boat and ourselves from the hostile measures and machinations of the great monopoly. We succeeded in getting with our boat as far as Fort Mohave, in about 25 days, on the first trip, a distance of 500 miles.

But we had great difficulty in obtaining wood for fuel, and had to take that which was green and cut it ourselves.

And after making a second or third trip, Captain Trueworthy, whose boat was about 125 feet long, and which could carry about 90 tons, hit upon the expedient of towing barges alongside of his boat, so that with a barge on each side of about the same length of the boat itself, he could carry about 300 tons at any stage of water. But his boat and barges had to be constantly watched and guarded lest they should be injured and destroyed by the partisans and employes of the Combination Navigation Company. In consequence of the persistent and powerful efforts of that company, it was with the greatest difficulty he could get any freights to carry, notwithstanding hundreds of tons were waiting and wasting for transportation. I needed the captain's boat to transport me, and it, together with the crew, to protect me, and he and they needed my services in detecting and counteracting the hostile schemes of the company, and in correspondence with our friends at a distance and promulgating the truth and exposing falsehood. I was encouraged by friends in San Francisco and elsewhere, and the late Thaddeus Stevens kept up a correspondence with me, from which I derived much encouragement. After many months had elapsed, and the boat had sunk money, and we had endured many privations and much anxiety, we were still unwilling to succumb tamely to the hostile influences surrounding us. Besides, we were flattered by the hopes of success in the various schemes we set on foot, but which would at last fail us. For instance, our correspondents in San Francisco would promise us that schooners should convey freights from thence to the mouth of the river, which we would convey up the river, and such enterprises would be actually set on foot, but before we or they would become aware of the hostile design, the vessels and cargoes would be purchased by those in interest with the Combination Company.

Again, on another occasion, some merchants and others in San Francisco undertook to get up a joint-stock company to build and run a line of steamers on the Colorado in conjunction with Captain Trueworthy, and a sufficient amount was subscribed, and then it was discovered that this hostile Combination Company had taken a controlling interest of the stock.

Captain Trueworthy would send to San Francisco for articles needed to repair the boat, but, through the hostile influences before mentioned, they would seldom reach him.

The question might well be asked, "Why did not you and Captain Trueworthy give up the struggle?" My answer would be that we felt that we *ought* to succeed; that those who so persistently opposed us were the enemies of progress and development, and ought to be defeated; that we had risked too much already, and, therefore, could not afford to give up. I could not desert Captain Trueworthy, who had borne the expense of running the boat and the results of losses and accidents. Above all, I have had an abiding faith that the results of our labors would redound to the benefit of the whole West, and that our toils and sacrifices would be recompensed by our Government. After making many trips up as high as Fort Mohave, the boat at last reached as high as Roaring Rapids, and at last, in 1867, as high as Callville, 620 miles from the mouth. No other boat before ours had reached higher than Fort Mohave.

In this connection I will state that previous to our reaching Callville our intention to do so had become known to the people living between that point and Great Salt Lake City, and many of them came long distances to meet us, but were turned back by false reports of the failure of our expedition, as stated in my report of November 1, 1869, addressed to the honorable Secretary of War, which report, and petition accompanying the same, I make part of this my affidavit, and re-assert the facts stated in it. In view of the immense importance of the fact, I may be pardoned for repeating a statement made in that report, namely, that when we had reached Callville we had proven that the Colorado was easily navigable at all seasons from its mouth up, six hundred and twenty miles. This had not been known and by few believed before. In the spring of 1866, after reaching San Francisco in company with Captain Trueworthy, and finding circumstances so unpropitious, as stated in my said report, I made an expedition to the headwaters of the Columbia River, with the view of ascertaining the practicability of that stream as a route for the Montana trade, in comparison with that of the Colorado. I found the Columbia to be much inferior to the Colorado on account of the excessive portages at all seasons and from ice in winter. I then proceeded south to the Colorado River, as stated in my said report, and afterward came to Washington, and submitted, at his request, a report in writing of all my operations to Hon. E. M. Stanton, then Secretary of War, who then expressed his hearty approval of all I had done, and examined my statements and plans, and authorized me to proceed in my explorations, as it was of the greatest benefit in opening up a military route into the interior of the country through which the Colorado flows; and that I should be remunerated by the Government for what I had done and should do so in this regard. Before visiting Mr. Stanton, I had received a letter of introduction to him from Hon. Thaddeus Stevens, who from the beginning had taken a very warm interest in my expeditions, and also one from Senator Stewart, of Nevada. And with Secretary Stanton I met Senator J. W. Nye and General B. F. Butler, both of whom expressed much in-

terest in my explorations, and gave me encouragement to continue them. Of the report then made I have no copy, but will procure one and file with my petition. The statements therein made are true, and I make it a part of this affidavit. In pursuance of the instructions of the Secretary of War, I repaired to the Colorado River, organized and equipped my expedition, and carried on the same without any aid from the Government, as stated in my report of November, 1869.

In view of the vast results from my explorations and of the assurances and orders so received from the late said Secretary of War, and of the encouragement of the distinguished gentlemen before mentioned, all occupying official positions in the Government, I have asked for compensation for my services and re-imbursement of my expenses and liabilities.

But, in consequence of the loss of all my papers of every kind in my expedition down the headwaters of the Colorado in 1869, as stated in my report of November 1, 1869, I can only *estimate* and state from memory the amounts expended and losses sustained and liabilities incurred.

For the sake of convenience, I subjoin the following itemized account of my claim :	
No. 1. 1864, 1865, and 1866.—Amount expended in going from the Colorado River to San Francisco to negotiate for the steamer Esmeralda, and in running said steamer from the mouth of Colorado River up the same, 620 miles, to Callville .....	\$1,000 00
No. 2. 1867.—Traveling expenses from Colorado River to Washington, D. C., by land.....	300 00
No. 3. 1867.—Similar expenses from Washington to Colorado by land and ship .....	300 00
1869.—Amount expended in building four boats, as follows :	
No. 4. 3,000 feet of lumber, at \$40 .....	120 00
No. 5. Hire of two hands, 30 days, at \$5 per day .....	300 00
No. 6. Lines, blacksmiths' work, nails, paint, saws, augers, axes, hatchets, drawing-knives, cooking-utensils, oakum, canvass, instruments, and ammunition .....	200 00
No. 7. Rations for 11 men, 4 months .....	624 00
No. 8. Amount loss on my Henry rifle, and amounts paid for levels, compass, thermometer, &c.....	56 00
No. 9, July, 1869. Amount of wages of D. Trible, 1 month.....	150 00
No. 10, August, 1869. Amount of wages of James Lillis, 1 month.....	150 00
No. 11, August, 1869. Amount of wages of G. N. Day, 1 month.....	150 00
No. 12, August, 1869. Amount of wages of Mr. Waddle, 1 month.....	150 00
No. 13.—My own services for five years and six months, at \$3,000 per annum.	16,500 00
	20,000 00

In explanation of item No. 1, for \$1,000, I estimate that about \$400 of the amount was actually spent by me, in gold, in making two trips to San Francisco, the result of which was that Captain Trueworthy went to the Colorado with his boat as before stated.

This negotiation required much time, as much explanation and discussion was necessary before Captain Trueworthy and the other part-owners became willing that he should go. The balance of \$600 has been fixed upon, by mere estimation, as the amount I ought to pay him for extra services of himself and his crew while aiding me in my measurements and soundings, and for lines to be used in working through the cañons, and for plank, &c.

There was no particular agreement between us, but I think, in justice, he ought to have some compensation, inasmuch as to gratify and to assist in my explorations, he often took his boat much higher than his freight or trade would require him to go, and I shall therefore feel bound to compensate him if the Government shall enable me to do so by granting me the amount which I now claim. And especially do I feel thus, in view of the fact that he did not lose less than \$15,000 or \$20,000 on account of the constant and unrelenting hostility and opposition of the before-mentioned Combination Navigation Company in this enterprise, which he had entered into at my instance.

Items Nos. 2 and 3 are for money well expended, since by making the trip to Washington I was enabled to make such explanations to Mr. Stanton, then Secretary of War, and to others as to obtain his sanction, as well as the indorsement of the Hon. Thad. Stevens, General B. F. Butler, and Senator Nye, without which I would not have ventured to make the expedition from the headwaters of the Colorado down through the cañons and rapids before mentioned.

The items Nos. 4, 5, 6, and 7, for the cost of building the boats and furnishing them and equipping the party, need no explanation, except that I have not paid one of the hands mentioned in No. 5, but am still liable for \$150 to him. The balance of the amount of these four items was expended in cash.

I have also an explanation to make concerning item No. 8. The Henry rifle I had



bought before the expedition was begun for \$45, and after it was ended it sold for \$15, thus losing \$30 upon it.

Items Nos. 9, 10, 11, and 12 require the following explanation: I have not yet paid these sums to the persons named, who remained with me until the expedition was nearly completed, and I therefore owe and I still desire to pay them their wages.

The other men who left me before the expedition was finished are not entitled to anything, according to the terms of my agreement with them.

As to the last item, the one for my own services, I will merely say that those services were rendered amidst great hardships, privations, and dangers, and the results of them are now enjoyed by the country generally, but more especially by the great West, and can scarcely be exaggerated in their importance. But for myself, what have I gained, aside from a feeling of pride and satisfaction at having achieved great results for the good of my country and my Government? I have nothing to show for five and a half years of my life, but am burdened with the debts before mentioned.

But I hoped the results of my efforts would insure my remuneration. And when such men as the late Thaddeus Stevens, and General Butler, and Senators Nye and Stewart urged me to go on, I felt assured, and did go on.

It is a matter of profound regret with me that in my expedition down the headwaters of the Colorado I had the misfortune to lose several important and lengthy letters—letters received from Secretary Stanton, Mr. Stevens, as well as others from General Butler, and one from Senator Stewart. I would like to exhibit them now as proof that I had good reason to suppose that Congress would see that I should be remunerated.

It will be seen that when I was here in 1867 Senators Nye and Stewart indorsed me to the Secretary of War, in writing. See my report and estimates filed with the Secretary of War in 1867, and now made part hereof, in which the facts are set forth more at length than in my last report.

SAMUEL ADAMS.

Sworn to and subscribed before me this 23d day of March, 1870.

EDM. F. BROWN,  
*Notary Public.*

With the papers in this case is a paper addressed "To the Committee of Claims," giving the results of the services, &c., for which compensation is asked, which is as follows, to wit:

*To the Committee on Claims:*

I beg leave to submit to your honorable body a few of the results growing out of my five and one-half years' explorations of the great Colorado River, and the country in and southwest of the Rocky Mountains.

1st. The discovery of a new, safe, and fresh-water harbor, below the mouth of the Colorado, named "Victoria Bay," now known as "Isabella Harbor." Previous to its first entrance by us, the ocean-vessels and river-steamers of the Combination Navigation Company had for ten years made their anchorages where they were continually subjected to the action of the swift currents and the "boras." These were dangerous, as the tide ebbs and flows from 27 to 30 feet. Several vessels were, in consequence of these, lost, much of the Government freight sharing the same fate.

Since we first entered the new harbor, in 1864, it has been used exclusively by all vessels, and, as a consequence, there has been no danger to ships or steamers, or damages and detention of Government or other freight from the "boras" or currents.

The direct effect of this was, that the insurance upon vessels and their cargoes had almost ceased; the expenses of getting fresh water for the voyages of the ocean steamers and ships greatly reduced, and a locality found where vessels, at comparatively little expense, can be examined and repaired without the necessity (as heretofore) of going to Guaymas or San Francisco, thirty-one ships and ocean steamers having gone to the mouth of the Colorado in six months.

2d. The reduction of the rates of carrying Government and other freight over one-half, in consequence of competition and the barge system introduced by us, since adopted by the 5 steamers of the Combination Navigation Company, by which there has not (as heretofore) been any delay in taking freight up the Colorado.

3d. Proving the uninterrupted steam-navigation of the river to Callville, Nev., 620 miles from the mouth of the same, far above where, by official reports, it was said the steamer could not ascend, and furnishing an outlet to the inexhaustible leads of gold, silver, copper, and lead adjacent to and along the Colorado, and opening up communications with the fisheries of the Gulf of California and a sea-coast larger than all Europe.

4th. The discovery of a practicable route for a railroad for 400 miles, from Salt Lake City to the head of navigation of the Colorado River, giving an uninterrupted route to the Pacific Ocean without the necessity of crossing the Sierra Nevada Mountains.

5th. The discovery of valuable timber upon the upper waters of the Colorado, which can be taken upon the same to be used in the construction of the Southern Railroad, the development of the mineral and agricultural resources of Utah, Nevada, Arizona, and California, and to be used in the construction of ships, &c., the cost of lumber previous to the discovery of this timber being \$200 per thousand feet, being brought from Oregon and Washington Territory.

6th. The establishment of where the greatest fall in the Colorado is found, the extent of the valleys and mines of precious metals at its headwaters, and the facilities thus offered for agricultural, grazing, and mining purposes.

7th. Discovery and report of forty-two cities and towns, with a population of over sixty thousand, not before marked on the official maps, extending from Salt Lake City 400 miles to the Colorado River.

8th. Discovery of inexhaustible mines of gold, silver, copper, and lead, extending for over 900 miles on each side of the Colorado, extensive veins of salt, oil, springs, &c.

9th. The discovery and report of a cheaper and more practicable route for taking Government supplies from the mouth of the Colorado, and from the main divide of the Rocky Mountains.

10th. Discovery of ruins of cities, miles in extent, fortifications, missions, ancient canals and valleys, showing the adaptation of the country, heretofore condemned, for again sustaining an immense population.

Your committee think the foregoing affidavit and statement of results are sufficient to justify them in adhering to and adopting the report of this committee, as made by Mr. Washburn and hereinbefore copied, and in recommending now that this bill be indefinitely postponed.

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