

ADA MS, SAMUEL (STEAMBOAT)

ADAMS, SAMUEL (Steamboat Adams), born in Beaver, Beaver County, Pennsylvania, October 20, 1828; son of Dr. Milo and Cynthia (Darragh) Adams; his great grandfather was Captain Benjamin Adams who served with Massachusetts troops in the Revolutionary War and on his mother's side, was a descendant of John Hart, a signer of the Declaration of Independence; the following outline of his life was printed in the Beaver Evening Tribune at the time of his death on May 15, 1915;

Samuel Adams, aged 87, eldest member of the Beaver County Bar, died at the Providence hospital, Beaver Falls, at an early hour this morning.

Mr. Adams was educated at the old Beaver Academy. He studied law and practiced for a few years in Des Moines, Iowa. On June 8, 1853, he was admitted to the Beaver County bar and after practicing here for a short time he spent a number of years exploring the Colorado River, being sent unofficially by Secretary Stanton who died before Mr. Adams returned, and his claim from the Government was never adjusted.

For a short time he was employed in one of the Government Departments at Washington, resigning to stump the County for Horace Greeley in 1872. He then engaged in the coal business in Somerset County, Pa., and later devoted much time to the invention and perfection of the Portable Oil Driller, but owing to encroachment upon his patents he failed to reap any reward from his efforts. Several years ago he had a fall which has confined him to his room ever since.

Came to Arizona in 1863 and was at Prescott when the Territorial Census was taken in April of the following year; gave his occupation as Lawyer, single, resident in the Territory 9 months, property valued @ \$1,000; was a candidate for Delegate to Congress at the election held on July 18, 1864, but received only 31 votes; again ran for Congress and, on September 5, 1865, accumulated 168 votes; his third attempt to become Delegate reduced that number to 32 at the election held on November 10, 1868, when a total of 2105 votes were cast; another Arizona record of his activities is the following Concurrent Resolution adopted by the 2d Territorial Legislature in December, 1865;

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Resolved by the House of Representatives, (the council concurring),
That the thanks of this legislature are due and hereby tendered to Hon. Samuel Adams and Captain Thomas Trueworthy for their untiring energy and indomitable enterprise as displayed by them in opening up the navigation of the Colorado River, the great natural thoroughfare of Arizona and Utah Territories.

He went to Washington, D.C. and on March 29, 1867, addressed a long letter to E.H. Stanton, the Secretary of War, from which the following parts are quoted;

I take the liberty in this communication to call your attention to a few facts in reference to the great commercial importance of the Colorado of the West as being the central route between the Atlantic and Pacific Oceans. In the individual and difficult enterprise of demonstrating that it was capable of being ascended with steamers for over 620 miles from the mouth, I have, in connection with Captain Trueworthy, been engaged for the last three years. In the spring of 1864, I descended the river 350 miles on a small raft, everywhere seeing the most unmistakable evidences that this natural thoroughfare had been much misrepresented by published reports, as well as by the exaggerated statements of those who professed to be familiar with the rapids, canons, &c., of the same. I made my representations to Captain Trueworthy, of San Francisco, who consented to come to the Colorado for the purpose of relieving the mining community of the imposition which was practiced upon them, as well as upon the Government, by the only steam navigation company on the river, which for over ten years had monopolized the entire trade of the Colorado for 200 miles from the Gulf.

By the opening up of the Colorado River, ^{the} Government has already saved thousands of dollars in the transportation of military stores, and a fresh impetus is given to the resources of Arizona.

Three years since two steamers could do the trade; now eight are employed, and unable to do the business.

Thirty-seven ships and one ocean steamer have gone to the mouth of the river within six months, while the trade of San Francisco has increased within the same time over one million and a half.

These are but a few of the results following the enterprise of navigating the Colorado.

Based upon his assertion that Secretary Stanton had authorized him to undertake a further exploration of the upper Colorado River on November 1, 1869, he made a lengthy report to W.W. Belknap, the then Secretary of War, on the resources of the Colorado basin and included a diary of an expedition

consisting of 11 men and 4 boats which left Breckinridge, Summit County, Colorado, on July 12, 1869, and ended on August 14 when the last of their equipment was lost in Grand River; seeking compensation for what he had done he submitted a claim to Congress for \$20,000. on March 23, 1870, in which estimated the expense of his travels and explorations and included his own "services and expenses for 5 years at \$3,000. per annum, \$16,500."

The Committee on Claims of the House of Representatives recommended that he be paid \$3,750. and in a report made on May 20, 1876, stated;

That the claimant for many years, dating back to 1864, had been engaged in exploring the Colorado River and the region of country adjacent thereto.

The importance of this river to navigation, and its adjacent mineral and timber resources were such, in the estimation of the Secretary of War, as to induce him to direct the claimant to return to the Pacific coast of California to accompany boats to said river, and ascend it on a tour of inspection and exploration.

Among the more prominent results of these explorations and observations may be mentioned the following: The discovery of a new, safe, and fresh-water harbor, below the mouth of the Colorado, named Victoria Bay, now known as "Isabella Harbor"; demonstrating the navigability of the Colorado River to Callville, a distance of six hundred and twenty miles, a point far beyond where the United States engineers reported the river susceptible of navigation, thus stimulating the commerce of the river and giving access to the rich mines of coal, copper, gold and silver lying beyond; establishing the feasibility of a railroad route for four hundred miles from Salt Lake City to the head of navigation, and giving an uninterrupted route to the Pacific Ocean without crossing the Sierra Nevada Mountains; the discovery of valuable timber suitable for various mechanical and domestic uses; the discovery of the greatest fall in the Colorado, the extent of its valleys, and the location of its agricultural lands; points of mineral wealth and evidences of extinct and existing types of advanced civilization.

Senator Cockrell of Missouri on January 11, 1877, for the Senate Committee on Claims, submitted an adverse report on the bill for his relief, which had passed the House of Representatives, stating that whatever services he may have rendered were without any authority of law; the report

contains his affidavit which in part states that;

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.

Early in 1864, as had been the case for ten years before, this company held the monopoly of transporting \odot *OS* 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.

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. Truwerthy 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 Truwerthy 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 of 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 cooperate 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.

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Senate Report 662 (S. 534) 43d Congress, 2d session, 1875.
House Report 512 (H.R. 3489) 44th Congress, 1st Session, 1876.
Senate Report 624 (H.R. 3489) 44th Congress, 2d. Session, 1877.
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