



CITY OF RICHLAND

BEHIND

THE

NAMES



RICHLAND STREETS OF THE
MANHATTAN ENGINEERING DISTRICT
AND HOW THEY GOT THEIR NAMES

PLANNING & REDEVELOPMENT



**BEHIND THE NAME:
RICHLAND STREETS OF THE
MANHATTAN ENGINEERING DISTRICT
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AUGUST 2011

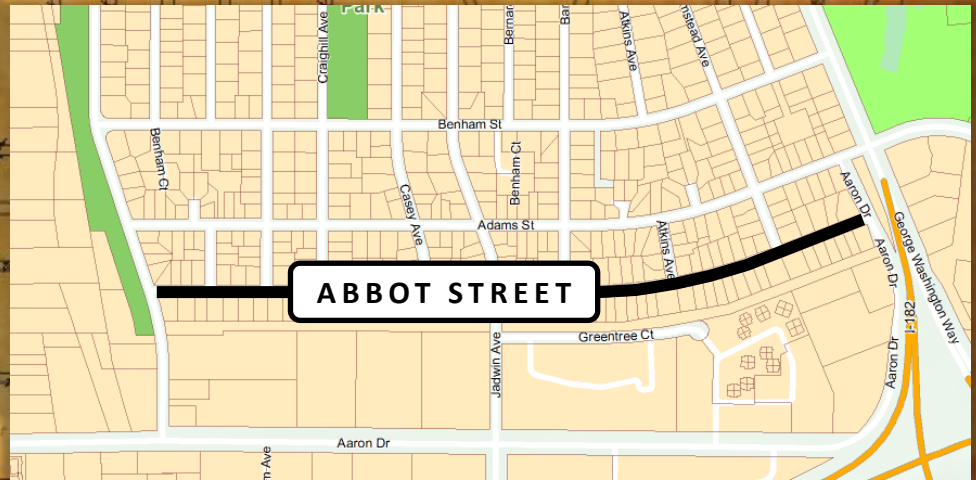
CITY OF RICHLAND
PLANNING & REDEVELOPMENT
RICHLAND, WASHINGTON 99352

Every effort has been made to ensure the accuracy of the information provided herein. If you note an error or omission, please contact the City of Richland's Planning & Redevelopment Office so that a correction can be made.

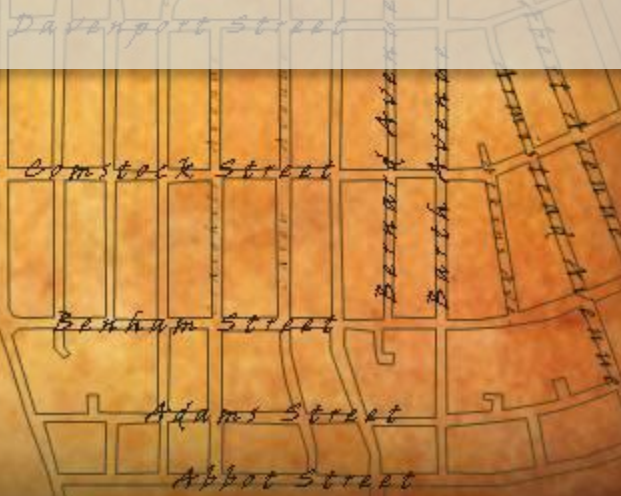
ABBOT STREET

HENRY LARCOM ABBOT

BORN: August 13, 1831 – Beverly, Massachusetts
DIED: October 1, 1927 – Cambridge, Massachusetts



HENRY LARCOM ABBOT graduated in 1854 from the United States Military Academy at West Point, New York, placing second in his class. He was posted in the Topographical Engineer Corps, where he served until the beginning of the Civil War. During the Battle of First Bull Run on July 21, 1861, he was wounded while serving on the staff of Major General Irwin McDowell. He then served on the staff of the Army of the Potomac's Chief Engineer, Brigadier General John G. Barnard, through the Peninsular Campaign. After a year and a half of staff officer duty he was commissioned colonel and commander of the 1st Connecticut Heavy Artillery regiment in January 1863, and was assigned to the defenses of Washington, D.C., frequently commanding a brigade in the protective fortifications. When the Union forces began the Siege of Petersburg in the summer of 1864, he was detailed to command all the siege artillery throughout the campaign. He was brevetted brigadier general, U.S. Volunteers on August 1, 1864, for "gallant and distinguished services in the operations before Richmond, and especially in the lines before Petersburg, Virginia." On March 13, 1865, he was brevetted brigadier general, U.S. Regular Army and major general, U.S. Volunteers for "gallant and meritorious services during the war". He remained with the Army Corps of Engineers after the war, and was instrumental in the establishment of an Army Engineer School at Fort Totten, New York City.





ABERT AVENUE

JOHN JAMES ABERT

BORN: September 17, 1788 – Shepherdstown, Virginia
DIED: January 27, 1863 – Washington, DC



JOHN JAMES ABERT was a graduate of West Point in 1811, but at once resigned, and was then employed in the War Office, where he studied law and was admitted to the bar in the District of Columbia in 1813. In the War of 1812 he volunteered as a private soldier for the defense of the capital. He was reappointed to the army in 1814 as topographical engineer, with the rank of major. In 1829 he became Chief of the Topographical Bureau at Washington, and in 1838 became colonel in command of that branch of the engineers. He retired in 1861 after "long and faithful service." Colonel Abert was associated in the supervision of many of the earlier national works of engineering, and his reports prepared for the government are standards of authority. He was a member of several scientific societies, and was one of the organizers of the national institute of science, which was subsequently merged into the Smithsonian Institute.

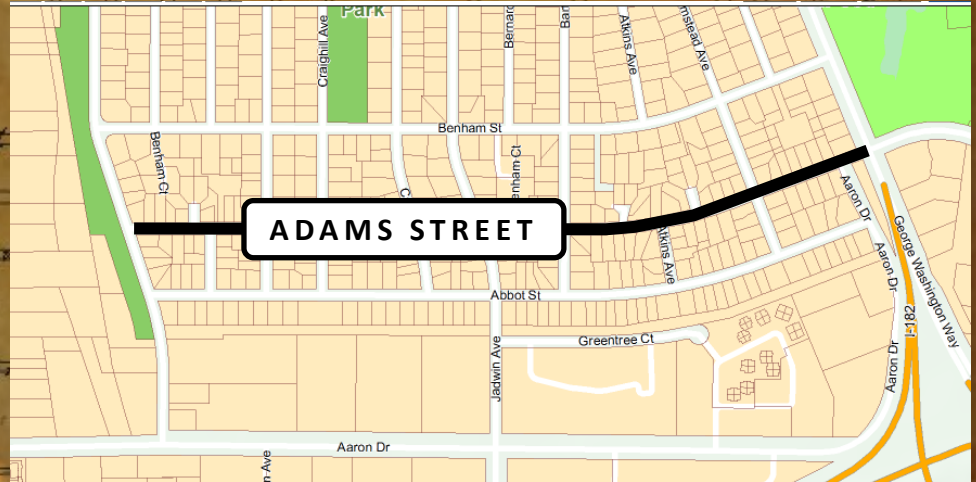


ADAMS STREET

HENRY MARTYN ADAMS

BORN: 1844
DIED: ?

NO PICTURE



HENRY MARTYN ADAMS was a graduate of the United States Military Academy in 1866, and was appointed second lieutenant in the Engineering Corps. He was made captain in 1874, and three years later became major. He retired in 1906 with the rank of brigadier general.



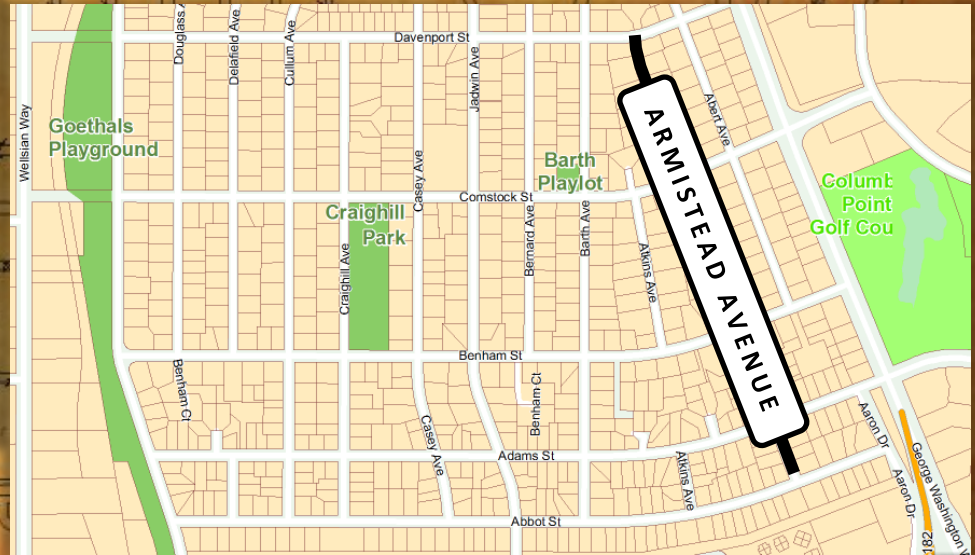


ARMISTEAD AVENUE

WALKER KEITH ARMISTEAD

BORN: 1785, Virginia

DIED: October 13, 1845 - Upperville, Virginia



WALKER KEITH ARMISTEAD was named a cadet in the Corps of Artillerists and Engineers by President Jefferson in 1801. On March 5, 1803, he became the third graduate of the new Military Academy and was commissioned in the Corps of Engineers. He served as superintending engineer of the defenses of New Orleans and Norfolk. During the War of 1812 he was successively chief engineer of the Niagara frontier army and the forces defending Chesapeake Bay. He was promoted to colonel and chief engineer on November 12, 1818. When the Army was reorganized on June 1, 1821, he became commander of the 3d Artillery. He was brevetted brigadier general in 1828. He commanded the United States troops that opposed the Seminole Indians in Florida in 1840-41.



BARTH AVENUE

CHARLES H. BARTH

BORN: 1881 - Iowa
DIED: 1926

NO PICTURE



CHARLES H. BARTH – United States Army brigadier general. He graduated from West Point in 1881 and was commissioned an officer of the Engineer Corps. He served in the Apache Indian Campaign of 1881 and in the Philippine Insurrection 1899 to 1902 for which he was awarded a citation and Silver Star Medal. During World War I he was decorated by the French Government with the Legion of Honor and Croix de Guerre Cross of War. After the war, he commanded the defenses of Manila and Subic Bays in 1921. Later, he became an instructor at the Infantry and Cavalry School before retiring as a brigadier general.



BENHAM STREET

HENRY WASHINGTON BENHAM

BORN: April 17, 1813 – Cheshire, Connecticut
DIED: July 1, 1884 – New York, New York



HENRY WASHINGTON BENHAM was appointed to the United States Military Academy, graduating first in his class on June 30, 1837, and was promoted to brevet second lieutenant in the Corps of Engineers. From 1837 until the beginning of the Mexican War, he served as assistant engineer for the improvement and repair of fortifications along the Atlantic seaboard. From 1848 until 1861 Benham was engaged as superintending engineer for seacoast defense projects from New York to Florida including the construction of a seawall at Boston Harbor and a lighthouse at Buffalo, New York. He was also assistant in charge of the U.S. Survey Office in Washington, D.C. In 1855, Benham declined a commission as major in the Ninth Infantry to serve on the frontier with Robert E. Lee and George B. McClellan. From 1863 to 1865, Benham was commander of the Engineer Brigade when he superintended the construction of several famous pontoon bridges, including the bridge constructed under fire, across the Rappahannock River for the passage and retreat of Hooker's Army from Chancellorsville, Virginia. At the end of the war, Benham was brevetted to brigadier general for gallantry in the campaign leading to Lee's surrender and to major general, U.S. Army, as well as major general, U.S. Army Volunteers, for gallant and faithful service. After he mustered out of the volunteer force, he received a commission as colonel in the Corps of Engineers and returned to duty on Atlantic Coast defenses. He retired from service in June 1882.

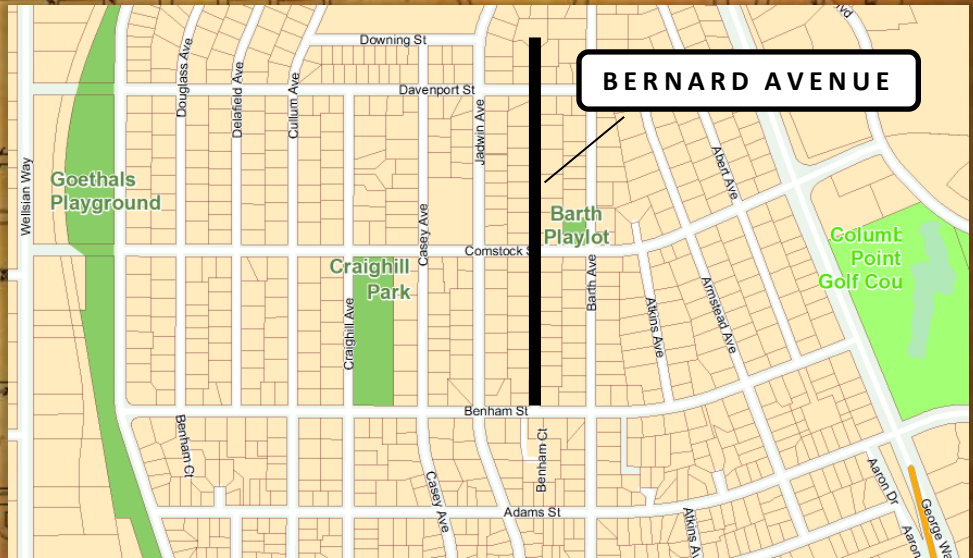




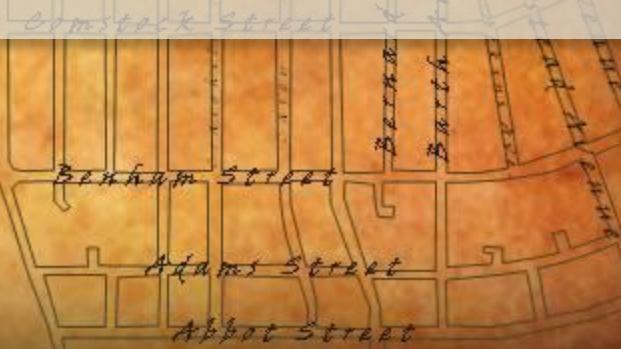
BERNARD AVENUE

BARON SIMON BERNARD

BORN: April 28, 1779 – Dole, Jura, France
DIED: November 5, 1839 – Paris, France



BARON SIMON BERNARD was a French general of engineers. Bernard entered the French army in 1799. He rose rapidly, becoming a captain in 1800 and a major in 1809. After being involved in construction of the works to the Port of Antwerp, Bernard served (1809-1812) as aide-de-camp to Napoleon. Promoted to colonel in 1813, he was wounded in the retreat after the Battle of Leipzig and distinguished himself the same year (1813) in the defense of Torgau against the allies. After Napoleon's first abdication, Bernard rallied to the Bourbons and was promoted to general de brigade by Louis XVIII of France and made a knight of Saint Louis. After Napoléon's return from Elba, Bernard re-aligned with Napoleon and took part in the Battle of Waterloo. After Napoleon's second abdication, Bernard was banished from France and after refusing an offer for employment from Czar Alexander I of Russia, he left for the United States. Bernard was made a brigadier-general of engineers and was responsible for a number of extensive military works for the government, including the fortifications at Fort Monroe (Virginia), Fort Morgan (Alabama), and around New York. He also did a large amount of the civil engineering connected with the Chesapeake and Ohio Canals and the Delaware Breakwater. Bernard returned to France after the July Revolution of 1830 and was made a lieutenant-général by Louis Philippe I of France. He was named to the general committee on fortifications and he drafted the plans to improve the fortifications of Paris. He was made a peer of France in 1834, and served twice as minister of war.

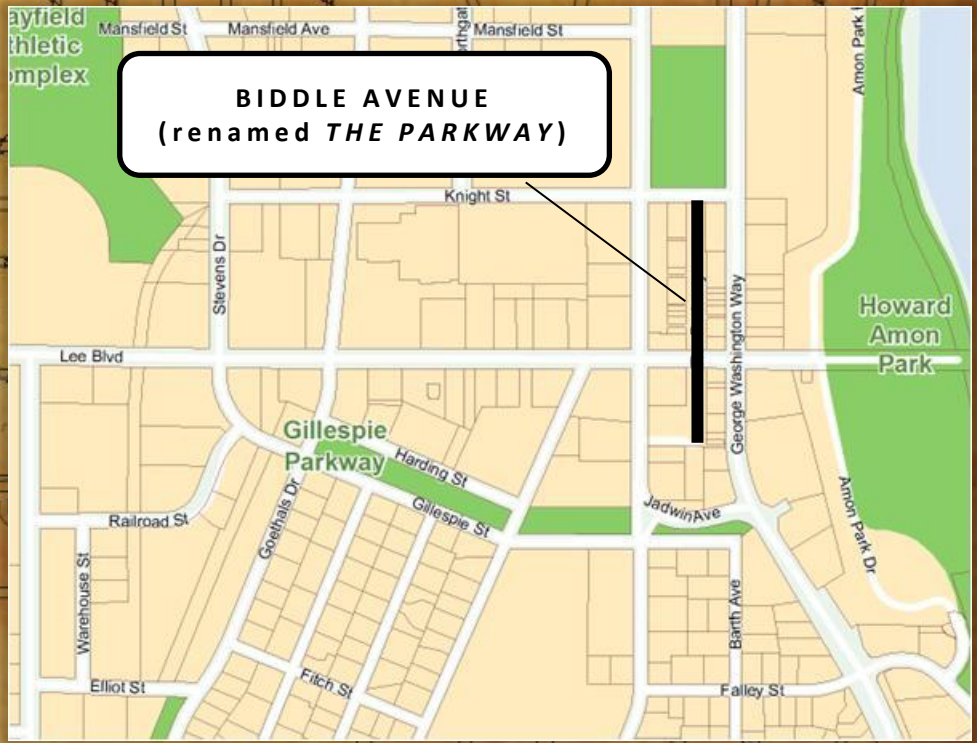




BIDDLE AVENUE (former)

JOHN BIDDLE

BORN: February 2, 1859 - Detroit, Michigan
DIED: January 18, 1936 - San Antonio, Texas



JOHN BIDDLE attended the United States Military Academy, graduating in 1881. Biddle was commissioned an engineer and was in charge of the river and harbor works in Nashville, Tennessee from 1891-1898. He served as Chief Engineer of Volunteers during the Spanish-American War serving in Puerto Rico, Cuba and the Philippines where he was awarded the Silver Star. Following the Spanish-American War, Biddle served as the Engineer Commissioner in charge of public works for Washington, D.C. from 1901-1907. After leaving Washington in 1907 he was in charge of rivers and harbors in San Francisco from 1907 through 1911. During the early days of World War I, Biddle served as an observer with the Austro-Hungarian Army before serving as Superintendent of the United States Military academy from 1916-1917; and also served as the United States Army Chief of Staff in 1918.

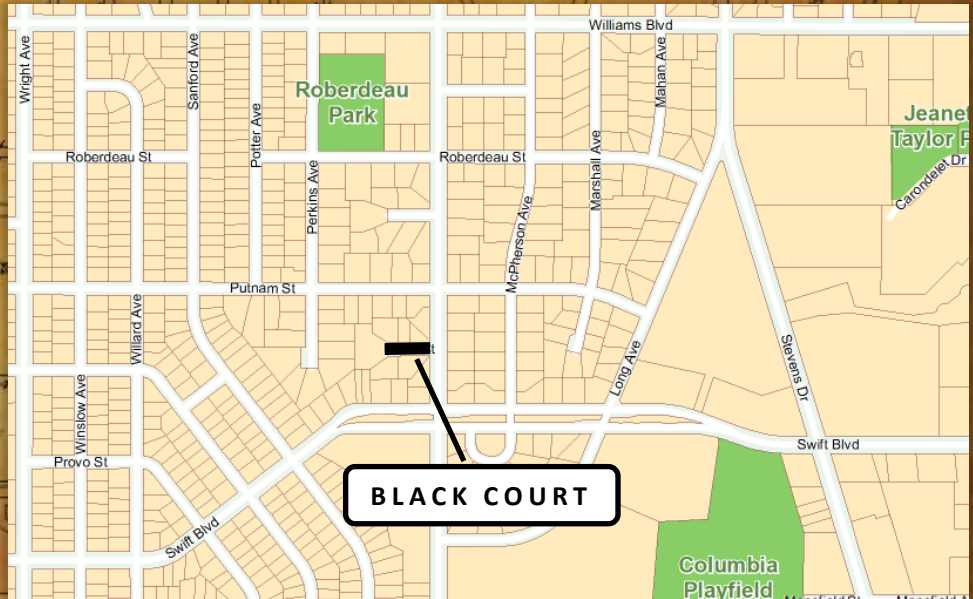




BLACK COURT

WILLIAM MURRAY BLACK (right)

BORN: December 8, 1855 – Lancaster, Pennsylvania
DIED: September 24, 1933 – Washington, DC



WILLIAM MURRAY BLACK was a career officer in the United States Army, noted for his ability to organize and train young engineers. He graduated first in the United States Military Academy class of 1877 and was commissioned in the Corps of Engineers. From 1886 to 1891 Black headed the Jacksonville District, and in 1897-98 he was the Engineer Commissioner on the governing board of the District of Columbia. In the Spanish-American War, he was chief engineer, 3d and 5th Army Corps. As chief engineer under Generals William Ludlow and Leonard Wood (1899-1901), and six years later as advisor to the Cuban Department of Public Works, he modernized Havana's sanitary system. As Commandant of the Army Engineer School (1901-03), Black moved it from Willets Point, New York, to Washington Barracks, D.C. After his return from Cuba in 1909, he was Northeast Division Engineer and chairman of a board to raise the battleship *USS Maine*. Devoted to training young engineer officers in the art of war, General Black's greatest responsibility came as chief of engineers during World War I in mobilizing and training some 300,000 engineer troops for a wide range of military engineering tasks. For this work, he was awarded the Distinguished Service Medal. The *USS General W. M. Black*, launched July 1943, was named in his honor.



CASEY AVENUE

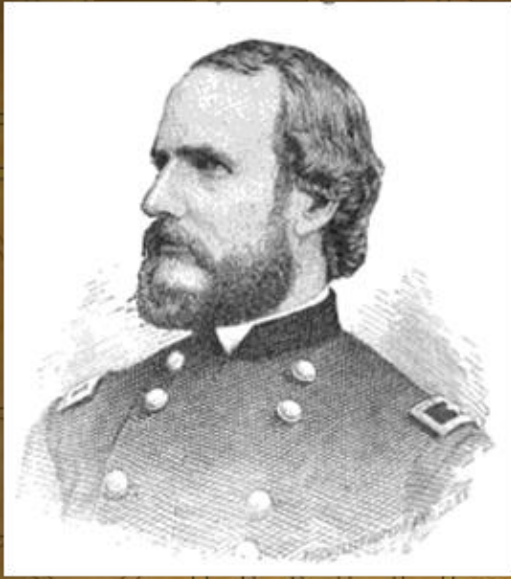
THOMAS LINCOLN CASEY, JR

BORN: May 10, 1831 – Sackets Harbor, New York
DIED: March 25, 1896 – Washington, DC



THOMAS LINCOLN CASEY, SR. graduated first in his class from West Point in 1852 and later served as chief of engineers for the United States Army Corps of Engineers. He graduated first in the United States Military Academy class of 1852 and taught engineering there (1854–1859). During the Civil War he oversaw Maine coastal fortifications, completing the massive Fort Knox on the Penobscot River. Casey headed the division in the Office of the Chief of Engineers responsible for engineer troops, equipment, and fortifications. He headed the Office of Public Buildings and Grounds, District of Columbia, from 1877 to 1881. He built the State, War and Navy Department Building, which is now the Eisenhower Executive Office Building; completed the Washington Monument; and worked on the Library of Congress building. It was nearly completed when he died suddenly on March 25, 1896. Casey was a member of the National Academy of Sciences and the Society of the Cincinnati and an officer of the Legion of Honor of France.

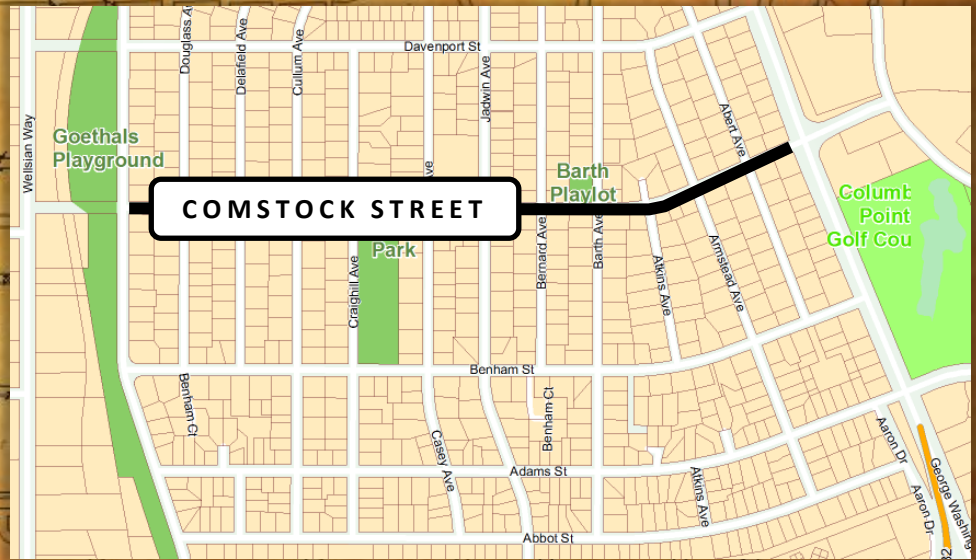




COMSTOCK STREET

CYRUS BALLOU COMSTOCK

BORN: May 10, 1831 – Sackets Harbor, New York
DIED: March 25, 1896 – Washington, DC



CYRUS BALLOU COMSTOCK graduated from the United States Military Academy in 1855, standing first in his class, and became second lieutenant in the corps of engineers. From 1859, he was engaged in the construction of Fort Taylor, Florida, and Fort Carroll, Maryland, after which he was assistant professor of natural and experimental philosophy at West Point. During the Civil War he served in the defenses of Washington, D.C., becoming in August 1861, assistant to the chief of engineers in the Army of the Potomac. Later, he became assistant inspector of the military division of the Mississippi, and from March 1864 till the close of the war, was senior aide-de-camp to General Grant, serving in the Richmond campaign of 1864-65 at Fort Fisher, and in General Canby's Mobile campaign. From 1866 till 1870, he served as aide to the general-in-chief at Washington. In 1881, he became lieutenant colonel in the engineer corps, and was brevetted brigadier-general in the regular army and major general of volunteers. He was appointed in 1882 a member of the Board of Engineers for fortifications and river and harbor improvements. General Comstock was elected a member of the National Academy of Sciences in 1884.



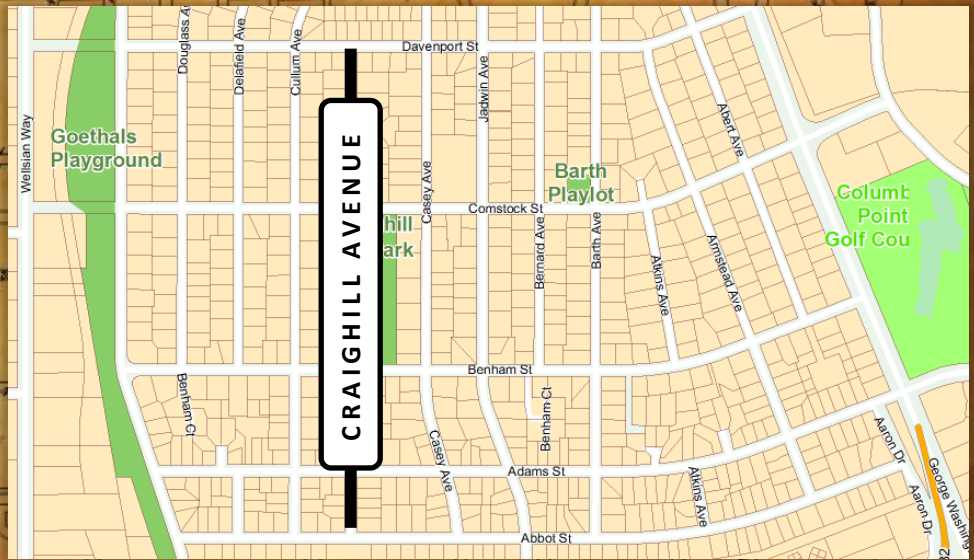


CRAIGHILL AVENUE

WILLIAM PRICE CRAIGHILL

BORN: June 1, 1833 – Charles Town, West Virginia

DIED: January 18, 1909 – Charles Town, West Virginia



WILLIAM PRICE CRAIGHILL, Civil War Union Army Officer, ranked second in the United States Military Academy class of 1853, and was commissioned in the Corps of Engineers. After working on several Atlantic coast forts, he taught engineering at the Military Academy from 1859 to 1862. A Virginian who stood for the Union, he was division and department engineer during the Civil War and worked on the defenses of Pittsburgh, Baltimore, San Francisco, and New York. In 1862 he published the *Army Officer's Pocket Companion: A Manual for Staff Officers in the Field*, a work that greatly aided the many citizen-soldier Union Army officers who had no previous military training prior to the Civil War. After the end of the conflict, he superintended construction of defenses at Baltimore Harbor and Hampton Roads. He headed the engineering office in Baltimore from 1870 to 1895, overseeing river and harbor work in Maryland and parts of Virginia and North Carolina. When the Corps of Engineers began to build locks and dams on the Great Kanawha River in West Virginia in 1875, he assumed charge there as well. He completed the first moveable wicket dams in the United States after visiting France to study their use. He was appointed Chief of Engineers by President Grover Cleveland in 1895 and retired two years later with the rank of brigadier general.

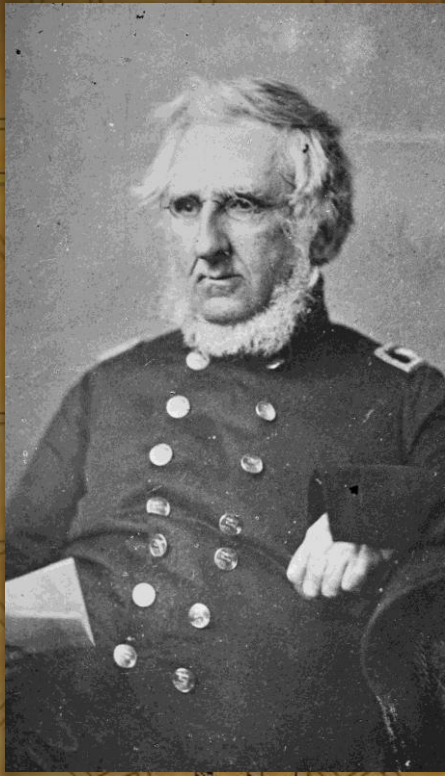
CULLUM AVENUE

GEORGE WASHINGTON CULLUM

BORN: February 25, 1809 – New York, New York
DIED: February 29, 1892 – New York, New York



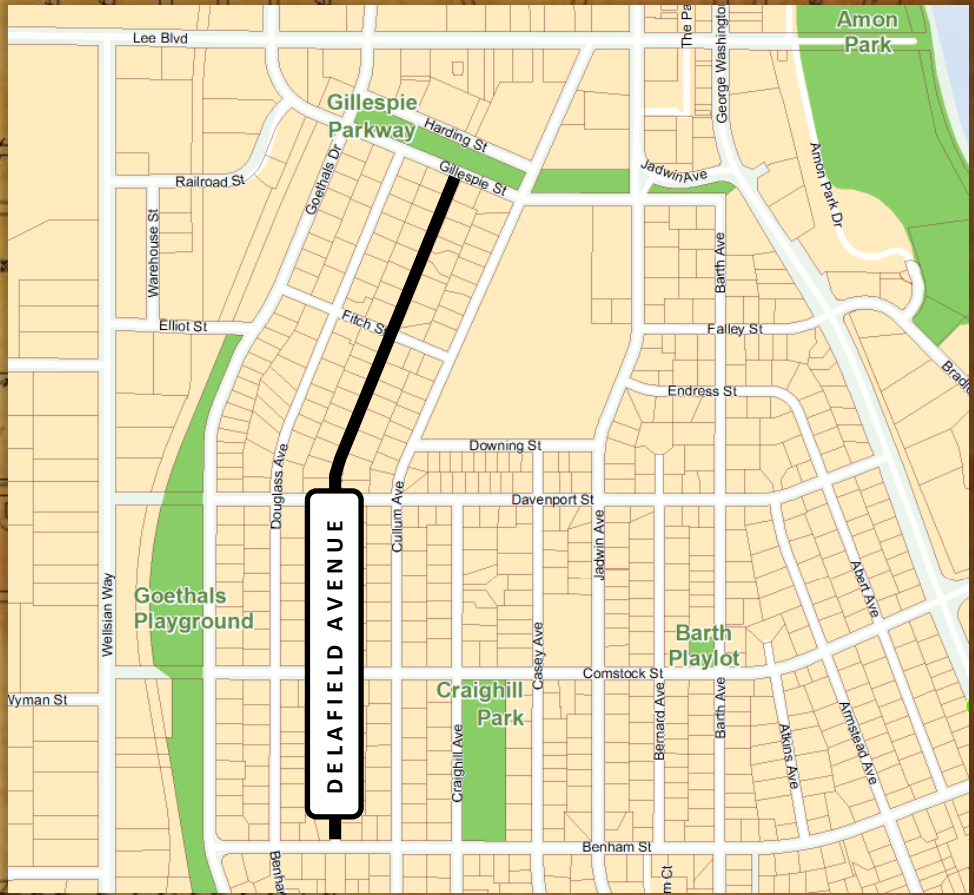
GEORGE WASHINGTON CULLUM graduated from the United States Military Academy at West Point in 1833 with a commission in the Corps of Engineers and worked for some years on a wide range of engineering projects. He was promoted to major in 1861, served as aide to General Winfield Scott and rose to colonel, and on November 1, 1861, was appointed brigadier-general of volunteers and assigned to serve under General Henry Halleck as chief of staff and chief engineer. After participating in the Corinth campaign in Mississippi, he returned with Halleck to Washington, D.C. and remained there until September 1864, after which he served for two years as superintendent of the Military Academy, later returning to engineering activities until his retirement in 1874. In 1875 he retired to New York, where he was active in scientific and philanthropic work. He is best known for his work on the *Biographical Register of the Officers and Graduates of the United States Military Academy*, in which he summarized the careers of all of the graduates of West Point from its founding until 1889.



DELAFIELD AVENUE

RICHARD DELAFIELD

BORN: September 1, 1798 – New York, New York
DIED: November 5, 1873 – Washington DC



RICHARD DELAFIELD graduated first in the West Point class of 1818 and served in engineering duty. He was twice the Superintendent of West Point, serving from 1838-45 and 1856-61. During the Civil War as lieutenant colonel and colonel, he supervised the harbor fortifications in New York. In 1864 he took command of the Corps of Engineers. He retired in 1866 as chief engineer and brevet major general.

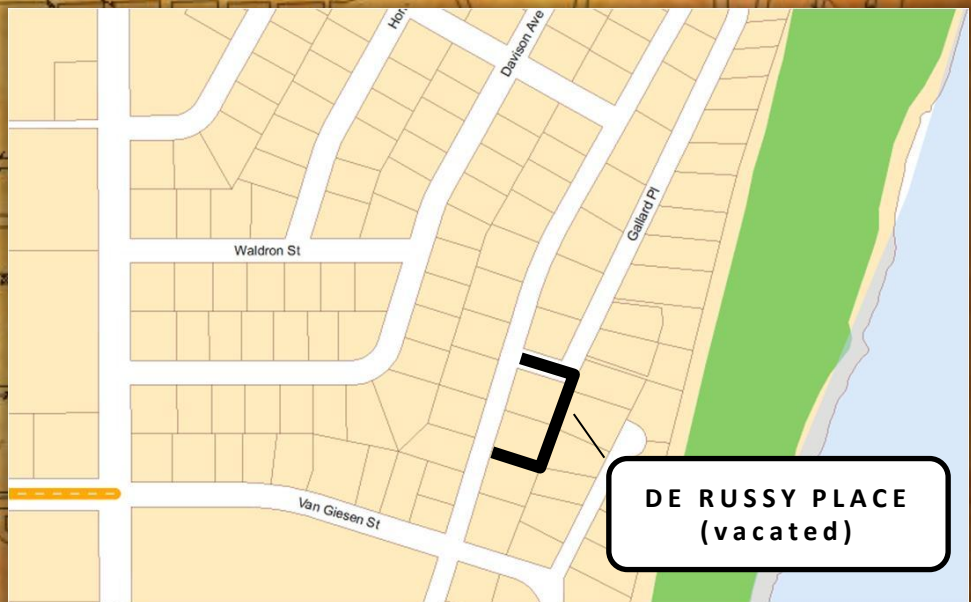




DE RUSSY PLACE

RENE EDWARD DE RUSSY

BORN: February 22, 1789 – Saint-Domingue (now Haiti)
DIED: November 23, 1865 – San Francisco, California

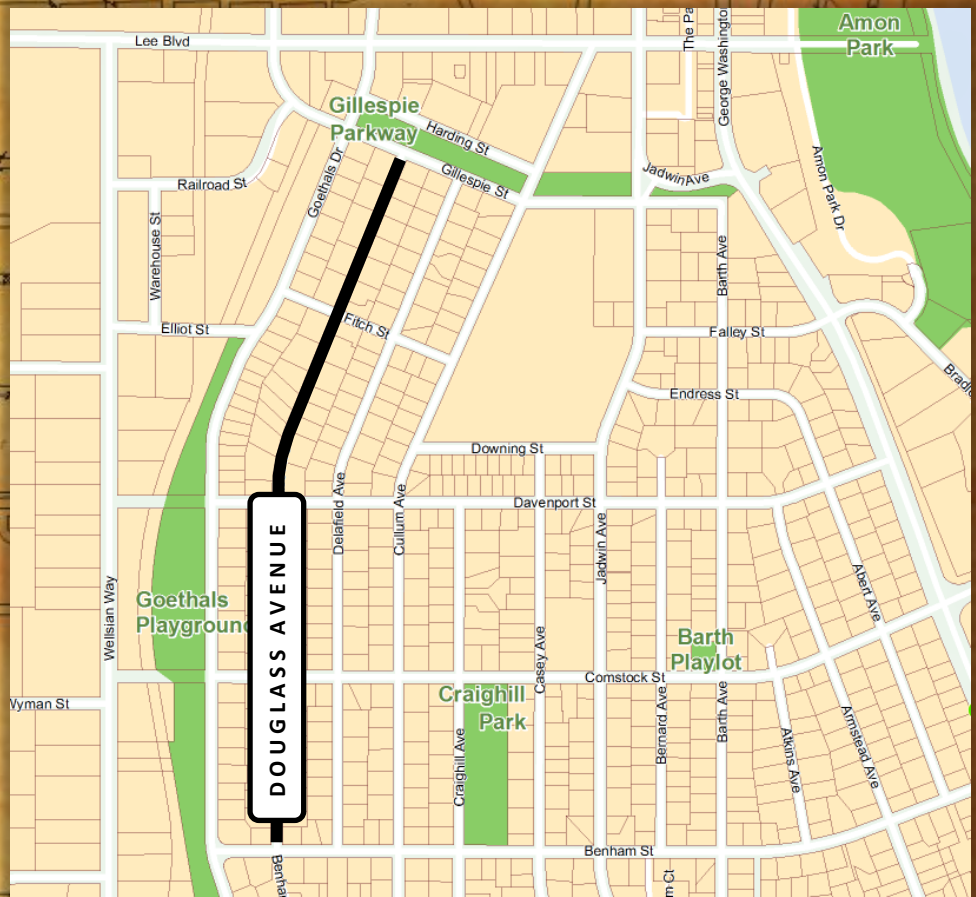
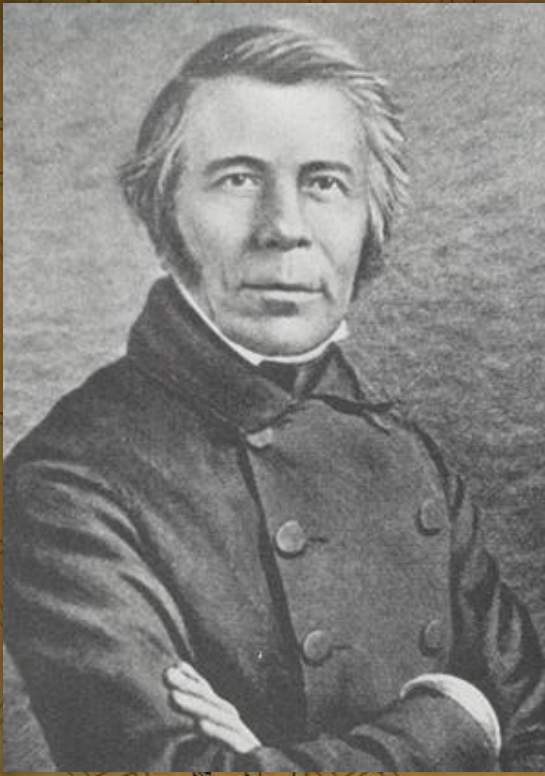


RENE EDWARD De RUSSY was an engineer, military educator, and career United States Army officer who was responsible for erecting many eastern United States coastal fortifications. He served as superintendent of the United States Military Academy and was promoted to brigadier general during the Civil War. After West Point, De Russy worked as the assistant engineer for New York State's defenses and helped to build Fort Montgomery, Rouses Point on the United States-Canada border. In the late 1810s he became the superintending engineer of the defenses of New York Harbor; and later, was sent south to build forts along the Gulf of Mexico from 1821 to 1825. In 1825 he returned to New York where he continued to build the Harbor's defenses, specifically Fort Hamilton. The Brooklyn Eagle reported that De Russy was the "engineer under whose direction Fort Hamilton was built, the corner stone of which was laid on June 11, 1825, and which was first garrisoned by troops on November 1, 1831." On July 1, 1833, he became superintendent of the United States Military Academy, in which he supervised for five years. Thereafter, he was sent south again to build forts in Virginia and Delaware. Because of his extensive career, De Russy became a member of the Atlantic Coast Defense Board from 1849 until 1854, when he was sent to San Francisco, where he built military forts and aptly became member of the Pacific Coast Defense Board. In 1857 he was sent back to the Atlantic coast but returned to San Francisco in 1861; "he died while on active duty at San Francisco on November 23, 1865, aged 75 years, the oldest graduate of the Military Academy on active duty." While in the military he rose to the rank of brigadier general and invented the barbette depressing gun carriage.

DOUGLASS AVENUE

DAVID BATES DOUGLASS

BORN: March 21, 1790 – Pompton, New Jersey
DIED: October 21, 1849 – Geneva, New York



DAVID BATES DOUGLASS, an American engineer, graduated at Yale college in 1813, entered the army as second lieutenant of engineers, and for his share in the defence of Fort Erie was made first lieutenant, with the brevet rank of captain. In 1815 he was appointed assistant professor of natural and experimental philosophy at West Point. In 1819 was astronomical surveyor of the Boundary Commission from Niagara to Detroit. In August he became professor of mathematics at West Point, with the rank of major, and in 1823 professor of civil and military engineering. He was employed by the State of Pennsylvania during the summer recesses from 1826 to 1830 as a consulting engineer, and was charged with several of the more difficult parts in its system of public works. In 1831 he resigned his professorship and became chief engineer of the Morris canal. In 1832 he was appointed professor of civil architecture in the new university of the city of New York, and prepared the designs for its building. In June, 1833, he commenced his surveys for supplying New York with water. He was president of Kenyon College, Ohio, from 1841 to 1844. In 1848 he laid out the Protestant cemetery at Quebec, and was elected professor of mathematics and natural philosophy in Hobart College, Geneva, New York.

DUANE AVENUE

JAMES CHATHAM DUANE

BORN: June 10, 1824 – Schenectady, New York

DIED: December 8, 1897 – New York, New York



JAMES CHATHAM DUANE was an engineering officer in the Union Army during the Civil War, being the chief engineer of the Army of the Potomac. His grandfather James Duane was a member of the Continental Congress and mayor of New York City. Duane graduated from Union College in 1844 and from the United States Military Academy in 1848, where he ranked third in his class. He taught practical military engineering there from 1852–54 during the superintendency of Robert E. Lee. Serving with the Army's company of sappers, miners, and pontoniers for nine years before the Civil War, he led the engineers on a 1,100-mile march on the Utah Expedition in 1858 and commanded select engineer troops to guard President Abraham Lincoln at his inauguration in 1861. Duane built the first military pontoon bridge over the Potomac River at the Battle of Harpers Ferry in 1862, served as chief engineer of the Army of the Potomac from 1863–65, and in seven hours built the longest pontoon bridge of the Civil War, 2,170 ft. across the James River. He commanded at Willets Point, New York, from 1866–1868, and for ten years constructed fortifications along the coasts of Maine and New Hampshire. He was president of the Board of Engineers from 1884-1886. Appointed Chief of Engineers in 1886, he retired in 1888.



DUPORTAIL STREET

LOUIS LeBEGUE de PRESLE DUPORTAIL

BORN: 1743 - Pithviere, France

DIED: 1802 - at sea returning to France



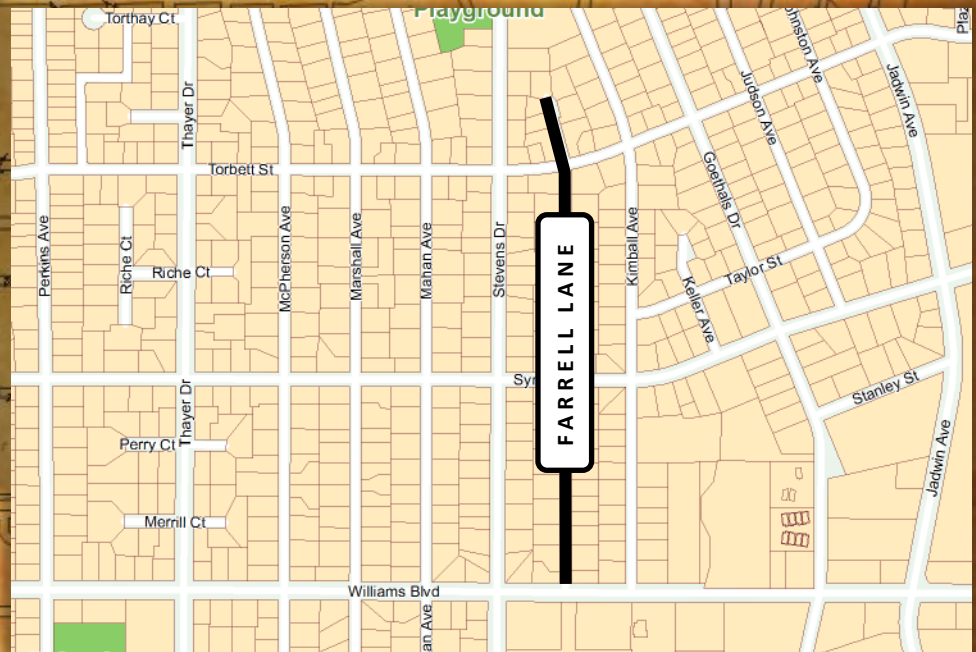
LOUIS LeBEGUE de PRESLE DuPORTAIL was trained as an engineer, and rose to the rank of lieutenant colonel in the French army. When Benjamin Franklin requested the services of trained military personnel for the young Continental army, DuPortail was one of five officers given a leave of absence and made available for duty. He joined the American army in February 1777, and nine months later was made a brigadier general and named chief of the engineers. Prior to the occupation of Valley Forge in December, he was sent to the site to prepare defensive positions and prepare for the encampment. His map of Valley Forge, found many years later, provided much information on the location of the various units during that winter, as well as on the fortifications that were erected for its defense. After the army left Valley Forge, General DuPortail directed the engineering operations at Monmouth and worked on the defenses around Philadelphia. In March of 1780 he was sent south to plan the defense of Charleston, but arrived too late to be a factor there. He was taken prisoner of war in May, but was exchanged the following November and participated in the Yorktown campaign. In October 1783 he resigned from the American army, rejoining the French army with the rank of brigadier general. In November 1790 he was named Minister and Secretary of State for War in the French government, but held the position for only a little more than a year. When he learned that political charges had been brought against him, he went into hiding for two years before escaping to America, settling on a 250-acre farm near Valley Forge (in what is now Bridgeport). Although the charges against him were later dropped in 1797, he continued to live in America and make it his home. On a trip back to France in 1802 he died aboard ship at the age of 69, and was buried at sea.

FARRELL LANE

THOMAS F. FARRELL, JR.

BORN: 1920 - Kentucky
DIED: September 1942 - Sicily

NO PICTURE



THOMAS F. FARRELL, JR. Army engineer. Graduate of the United States Military Academy (1942) and was commissioned second lieutenant assigned to the Signal Corps. Transferred to Corps of Engineers in August 1942, and was promoted to first lieutenant in September 1942. In the same month he was sent overseas where he participated in landing operations in North Africa. He was wounded in action in Sicily, and was killed on Anzio beachhead. He was awarded the Distinguished Service Cross for heroism in Sicily, and the Purple Heart.





FLAGLER AVENUE

CLEMENT ALEXANDER FINLEY FLAGLER

BORN: 1867 - Augusta, Georgia

DIED: 1922 - Baltimore, Maryland

STREET NO LONGER EXISTS

CLEMENT ALEXANDER FINLEY FLAGLER Army engineer, born in Georgia. Graduated from West Point (1889); instructor in civil and military engineering at West Point (1894-95). On staff of Major-General Wilson serving at Chickamauga Post, Georgia, Charleston, South Carolina.; and Puerto Rico (1898). Engineering officer, Department of the East (1900-02). On staff of General Funston at Vera Cruz Expedition (1914). Commanded artillery, 3rd corps, in Argonne Mouse; commanded 42nd (Rainbow) Division in Army of the Rhine; commandant of Engineers School, Camp Humphreys, VA. (1919); Department Engineer in Honolulu (1920).

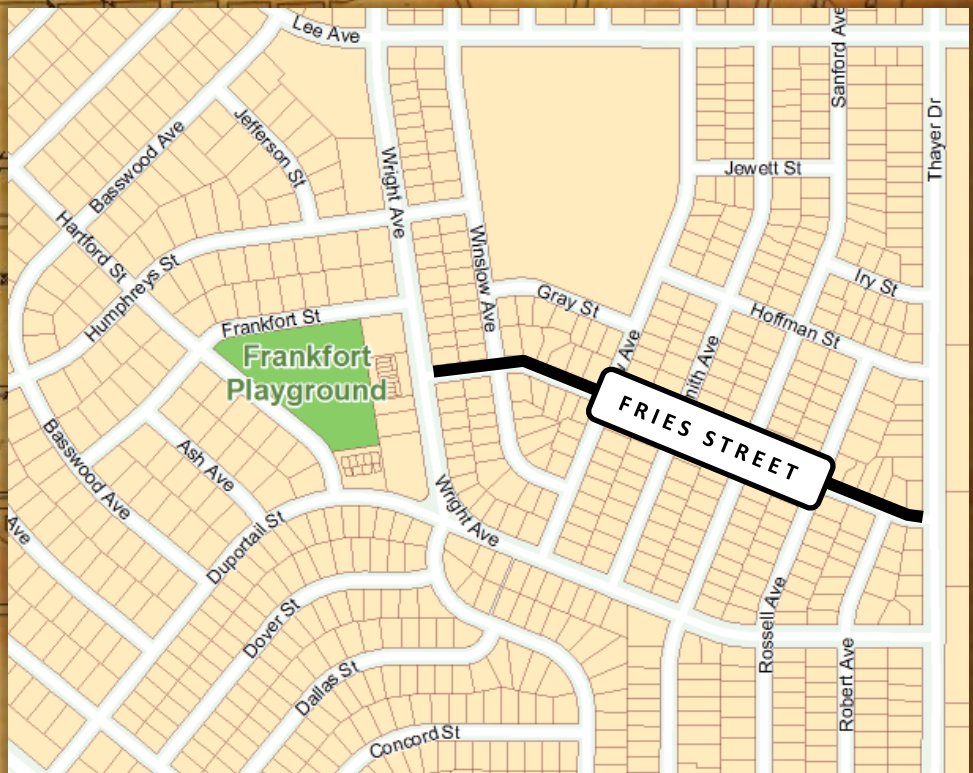




FRIES STREET

AMOS ALFRED FRIES

BORN: March 17, 1873 - Viroqua, Wisconsin
DIED: December 30, 1963 - Washington, DC



AMOS ALFRED FRIES graduated from the United States Military Academy in 1898. He was instrumental as an engineer lieutenant fighting in the Philippines in 1901 under Captain (later General) John J. Pershing. General Fries organized America's first gas service as part of the American Expeditionary Force in France in 1917, and directed its activities through the 1918 campaigns. In 1919, as a brigadier general, he headed the Chemical Warfare Service, Overseas Division. Most of that division was organized as the First Gas Regiment (originally the 30th Engineers), which conducted extensive gas, smoke, and incendiary operations in the American sectors of the Western Front in World War I. Upon activation of the permanent Chemical Warfare Service on July 1, 1920, General Fries became its first peacetime chief, remaining in that capacity until his retirement in 1929. As one of the founding fathers of the U.S. Army Chemical Corps, General Fries was the first chemical officer to be inducted into the Ordnance Hall of Fame. General Fries retired from the Army in 1929. He was involved in many civic and fraternal organizations and even wrote two books on the threat of communism to the U.S. (*Communism Unmasked* and *Sugar-Coated Communism*).



GEORGE WASHINGTON WAY

GEORGE WASHINGTON

BORN: February 22, 1732 – Westmoreland, Colony of Virginia
DIED: December 14, 1799 – Mount Vernon, Virginia



GEORGE WASHINGTON was born in 1732 into a Virginia planter family. He pursued two intertwined interests: military arts and western expansion. At 16 he helped survey Shenandoah lands for Thomas, Lord Fairfax. Commissioned a lieutenant colonel in 1754, he fought the first skirmishes of what grew into the French and Indian War. The next year, as an aide to General Edward Braddock, he escaped injury although four bullets ripped his coat and two horses were shot from under him. From 1759 to the outbreak of the American Revolution, Washington managed his lands around Mount Vernon and served in the Virginia House of Burgesses. Married to a widow, Martha Dandridge Custis, he devoted himself to a busy and happy life. But like his fellow planters, Washington felt himself exploited by British merchants and hampered by British regulations. As the quarrel with the mother country grew acute, he moderately but firmly voiced his resistance to the restrictions. When the Second Continental Congress assembled in Philadelphia in May 1775, Washington, one of the Virginia delegates, was elected Commander in Chief of the Continental Army. On July 3, 1775, at Cambridge, Massachusetts, he took command of his ill-trained troops and embarked upon a war that was to last six grueling years. He realized early that the best strategy was to harass the British. He reported to Congress, "we should on all Occasions avoid a general Action, or put anything to the Risque, unless compelled by a necessity, into which we ought never to be drawn." Ensuing battles saw him fall back slowly, then strike unexpectedly. Finally in 1781 with the aid of French allies--he forced the surrender of Cornwallis at Yorktown. Washington longed to retire to his fields at Mount Vernon. But he soon realized that the Nation under its Articles of Confederation was not functioning well, so he became a prime mover in the steps leading to the Constitutional Convention at Philadelphia in 1787. When the new Constitution was ratified, the Electoral College unanimously elected Washington President.

THOMAS STREET
ABBOT STREET



GILLESPIE STREET

GEORGE GILLESPIE, JR.

BORN: October 7, 1841 – Kingston, Tennessee

DIED: September 27, 1913 – Saratoga Springs, New York



GEORGE GILLESPIE, JR., graduated second in the class of 1862 at the United States Military Academy and was commissioned in the Corps of Engineers. Gillespie joined the Army of the Potomac in September 1862. He commanded two companies of the engineer battalion which built fortifications and bridges throughout the Virginia campaigns until the Appomattox surrender. He received the Medal of Honor for carrying dispatches through enemy lines under withering fire to General Sheridan at Battle of Cold Harbor, Virginia. He was later Sheridan's chief engineer in the Army of the Shenandoah and the Military Division of the Gulf. After the Civil War, Gillespie successively supervised the improvement of harbors at Boston, Chicago, Cleveland, and New York. He initiated construction of the canal at the Cascades of the Columbia River and built the famous lighthouse on Tillamook Rock off the Oregon coast. Gillespie also served on the Board of Engineers and for six years as president of the Mississippi River Commission. He commanded the Army's Department of the East in 1898. While chief of engineers, he was acting Secretary of War in August 1901. He had charge of ceremonies at President McKinley's funeral and at the laying of the cornerstone of the War College Building in 1903. He served as Army Assistant Chief of Staff in 1904-05 with the rank of major general.



GILLMORE AVENUE

QUINCY ADAMS GILLMORE

BORN: February 25, 1825 – Black River (now Lorain), Ohio
DIED: April 11, 1888 – Brooklyn, New York



QUINCY ADAMS GILLMORE began his career after graduating first in his class at the United States Military Academy in 1849. He was commissioned into the Corps of Engineers, and taught briefly at West Point. At the outbreak of the Civil War, Gillmore was placed on the staff of General Thomas W. Sherman, and first saw service during the Union Army's Port Royal expedition. He became very well known for taking part in the Siege of Fort Pulaski. During the siege, Gillmore advocated the use of rifled naval guns, and was able to effectively breach the mason walls of the fort with the new technology. Gillmore's actions at Fort Pulaski effectively brought an end to the use of large masonry forts. He was promoted to brigadier general on April 28, 1862, and then to major general on July 10, 1863. He was placed in charge of the Department of the South as well as the X Corps, and commanded these troops during the campaign to recapture Fort Sumter during the summer of 1863. It was during this time that Gillmore commanded the capture of Batteries Wagner and Gregg, using African-American soldiers. In May of 1864, he was transferred to the Army of the James and took part in the Bermuda Hundred operations. On July 11, 1864, Gillmore was crucial in helping raise units in and around Washington, D.C. when Confederate General Jubal A. Early threatened the city. On March 13, 1865, he was promoted to major general and served until the end of the war.

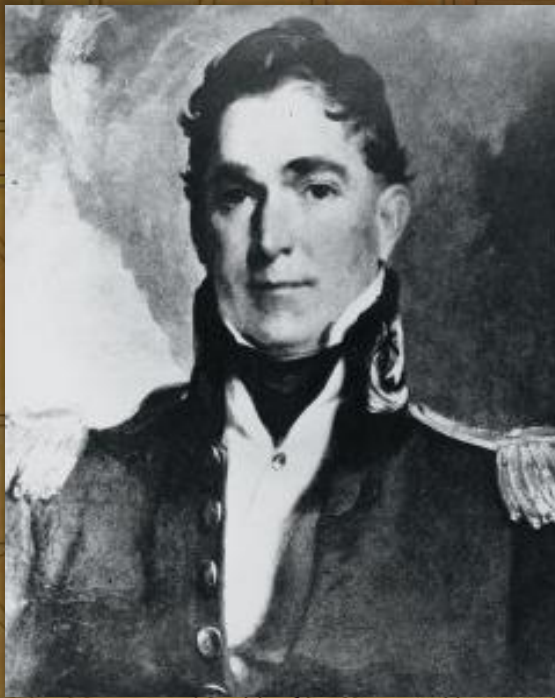
GOETHALS DRIVE

GEORGE WASHINGTON GOETHALS

BORN: June 29, 1858 – Brooklyn, New York
DIED: January 21, 1928 – New York, New York



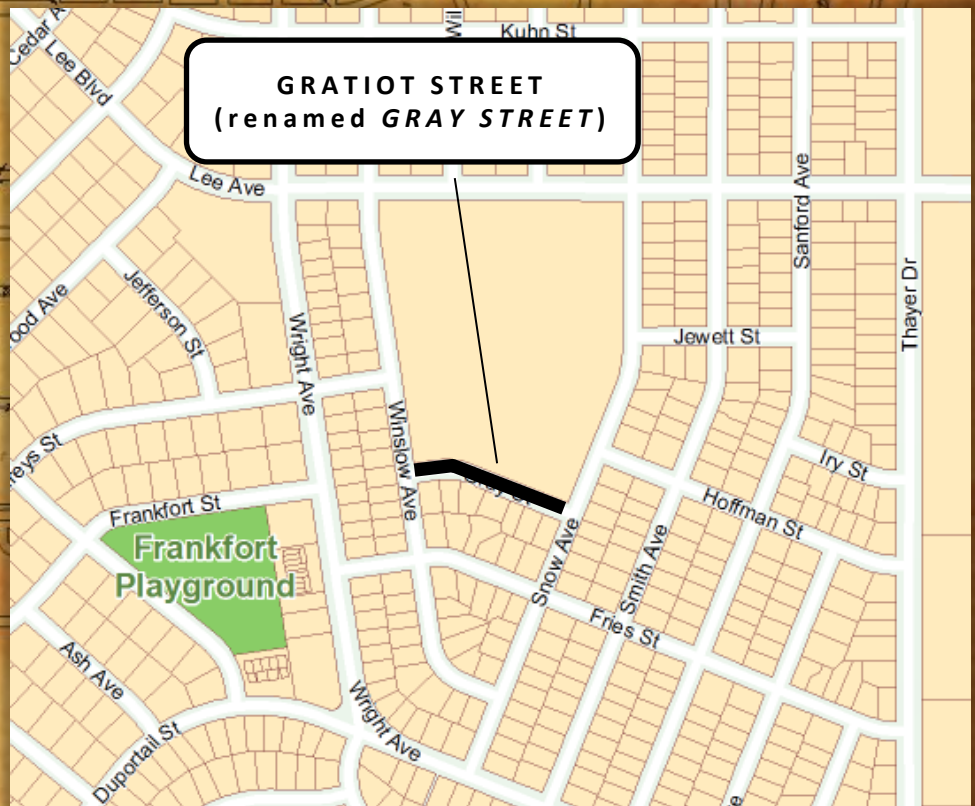
GEORGE WASHINGTON GOETHALS United States Army General; most remembered as being the Chief Engineer in the construction of the Panama Canal, considered one of the seven modern Wonders of the World. Born in Brooklyn, New York, he attended the City College of New York, then applied for the United States Military Academy at West Point, graduating second in the Class of 1880. Selecting the Corps of Engineers as his branch, he served as Assistant Professor of Engineering at West Point from 1885 to 1888, and worked in the office of the Chief of Engineers in Washington, D.C. from 1894 to 1898. From 1887 to 1889 he supervised the construction of the canal, locks and dams of the Muscle Shoals project on the Tennessee River, a project that gave him invaluable experience in constructing canals. A colonel by April 1907, he was appointed Chief Engineer and Chairman of the Panama Isthmian Canal Commission when civilian Stephen O. Davis, then Chief Engineer, quit the position. Goethals overcame the many problems of organization, supply, sanitation and health, completing the Panama Canal two years ahead of schedule. He also was a visionary, realizing that the locks were the limiting feature of the canal passage, so he built the locks twice the width of the largest ship of 1914; this enabled the Panama Canal to still accommodate ships even up to today, although the largest ships today cannot fit through the locks (he actually wanted to build the locks three times the size, but couldn't because critics complained that he was building the locks unnecessarily large and wasting money; even so, these were the largest locks ever built in its day). When the Canal opened in 1914, he served as Governor of the Canal Zone from 1914 to 1916, being promoted to major general and receiving the Thanks of Congress on March 4, 1915. He retired in 1916, but returned to active duty in 1917 as the Assistant Chief of Staff and Director of Purchases, Stores and Traffic during World War I, for which he received the Distinguished Service Medal at keeping supplies going to the American forces in that war. After his second retirement in 1919, he established a firm of consulting engineers, and developed the inner harbor of New Orleans, and the Columbia Basin irrigation project. General Goethals also served as chief consulting engineer for the Port Authority of New York and New Jersey. In his later years, he received numerous honors, degrees, medals, and society awards for his dedication to engineering and service to the country. The Goethals Bridge, spanning from New Jersey to Staten Island, was named in his honor.



GRATIOT STREET

CHARLES GRATIOT, JR

BORN: August 29, 1855 - St. Louis, Missouri
DIED: May 18, 1855 - St. Louis, Missouri



CHARLES GRATIOT, JR. President Thomas Jefferson appointed him a United States Military Academy cadet in 1804, and was a member of the Class of 1806, the fourth graduating class of the Academy, and was commissioned in the Corps of Engineers. He became a captain in 1808 and assisted Alexander Macomb in constructing fortifications in Charleston, South Carolina. He returned to his alma mater in 1810 to be commander of the Army garrison at West Point during 1810-1811. As General William Henry Harrison's chief engineer in the War of 1812, he distinguished himself by planning and building Fort Meigs in 1813. He also rebuilt Fort St. Joseph, later renamed Fort Gratiot in his honor. In 1814 he took part in the attack of the Battle of Mackinac Island. He received the Thanks of Congress for his efforts during the war. He served as chief engineer, 1817-1818, in Michigan Territory followed by assignment as the superintending engineer, 1819-1828, for the construction of defenses at Hampton Roads, Virginia. On May 24, 1828, Gratiot was appointed colonel of engineers, brevet brigadier general, and chief engineer. For ten years he administered an expanding program of river, harbor, road, and fortification construction. He also engaged in a lengthy dispute with War Department officials over benefits, and in 1838 President Martin Van Buren dismissed him for failing to repay government funds that had been entrusted to him. He assigned Robert E. Lee to do engineering in the Mississippi River at St. Louis, Missouri.



GUNNISON COURT

JOHN WILLIAMS GUNNISON

BORN: November 11, 1812 – Goshen, New Hampshire

DIED: October 26, 1853 – Millard County (near Delta), Utah



JOHN WILLIAMS GUNNISON graduated from West Point in 1837, second in his class of fifty cadets. His military career began in Florida, where he spent a year in the campaign against the Seminoles. Due to his poor health he was reassigned to the Corps of Topographical Engineers. Initially he explored unknown areas of Florida, searching for provision routes. However, his health soon forced him out of Florida entirely. From 1841-1849 Gunnison explored the area around the Great Lakes, surveying the border between Wisconsin and Michigan, the Western coast of Lake Michigan, and the coast of Lake Erie. In the Spring of 1849 Gunnison was assigned as second in command of the Howard Stansbury Expedition to explore and survey the Valley of the Great Salt Lake. Gunnison took the opportunity to befriend some Mormons and study the Mormon Church. When he finally returned to Washington, D.C., he wrote a book titled *The Mormons or Latter-Day Saints, in the Valley of the Great Salt Lake: A History of Their Rise and Progress, Peculiar Doctrines, Present Condition*. In 1851, when the officials that President Fillmore appointed to run the Utah Territory fled after disagreements with Brigham Young, Gunnison called for the Mormons to be allowed to govern themselves. Gunnison returned to the Great Lakes from 1852-1853, mapping the Green Bay area. On May 3, 1853, he received orders to take charge of an expedition to survey a route for a Pacific railroad between the 38th and 39th parallels. His journey took him through the Tomichi Valley in Colorado, where the town of Gunnison is named in his honor. After crossing the Tomichi Valley, the survey team encountered the Black Canyon, carved by the Gunnison River (also named in his honor). The team was forced to turn south to get around the canyon. In Utah, Gunnison was warned that local bands of Pahvantes were looking for vengeance for the slaying of one of their chiefs. At Lake Sevier, Gunnison divided his party into two detachments. On October 26, 1853, Gunnison and the eleven men in his party were attacked by a band of Pahvantes. Gunnison and seven of his men were killed and their bodies mutilated. The Gunnison Massacre resulted in controversy and additional strain to the relationship between the Mormon government of Brigham Young and the Federal Government.



HAINS AVENUE

PETER CONOVER HAINS

BORN: July 6, 1840 – Philadelphia, Pennsylvania
DIED: November 7, 1921 – Washington, DC



PETER CONOVER HAINS attended the United States Military Academy at West Point in 1857; George Armstrong Custer was his classmate. After graduating in 1861, Hains served in the Union artillery and fired the first shot of the Battle of Bull Run in Manassas, Virginia. Later in the war, when the chief engineer fell ill at Vicksburg, Hains designed the successful siege for the Union Army under General Ulysses S. Grant. By 1864, Hains had been promoted to captain and married the daughter of Admiral Thornton Jenkins, chief of staff to Admiral Farragut. Two years later, he transferred to the U.S. Army Corps of Engineers and worked on lighthouse construction from 1868 to 1878, including structures off Morris Island and St. Augustine. By 1882, Hains was working as the chief engineer on the Potomac and Anacostia rivers, and he designed the Tidal Basin, which solved the capital's problem of a foul-smelling, stagnant swamp. The site today is near the Jefferson Memorial, and Hains Point overlooks the basin and the Washington Monument. In 1890, he designed the national road built from Washington to Mount Vernon (now known as the George Washington Parkway). Hains also served on the Nicaragua Canal and Panama Canal commissions and successfully argued to build it in Panama. Toward the end of his life, in 1916, he was called to active duty and appointed major general by an act of Congress. This made him the only Civil War officer to serve on active duty in World War I and the oldest U.S. officer in uniform during that war.



HARDING STREET

CHESTER HARDING

BORN: December 31, 1866 - Enterprise, Missouri
DIED: November 11, 1936 - St. Louis, Missouri



CHESTER HARDING received his early education in private schools and, taking naturally to engineering work, went on to the University of Alabama, from which he graduated in 1884 with a bachelor's degree in engineering. He was then appointed to the United States Military Academy at West Point, and upon graduation on June 12, 1889, was commissioned as an additional second lieutenant in the United States Army Corps of Engineers. He was made a second lieutenant of engineers August 12, 1890, was promoted to first lieutenant January 26, 1895, and was made captain July 5, 1898. Harding was appointed a division engineer of Gatun Locks Division in 1907, and then was promoted as Panama Canal maintenance engineer in 1915. He served as governor of Panama Canal Zone from January 1917 to 1921.





HAUPT AVENUE

HERMAN HAUPT

BORN: March 26, 1817 – Philadelphia, Pennsylvania
DIED: December 14, 1905 – Jersey City, New Jersey



HERMAN HAUPT was appointed to the United States Military Academy by President Andrew Jackson, graduating 31st in the class of 1835. More interested in engineering pursuits he resigned his commission after just three months and began a lifelong career associated with the railroads. As a civil engineer, Haupt became an expert in building railroads while teaching civil engineering, architecture, and mathematics at Pennsylvania College in Gettysburg. In 1851 his work, *General Theory of Bridge Construction*, (the definitive work on bridge building of its time) was published. In 1851-1852, Haupt was employed as the general superintendent of the Pennsylvania Railroad. He would serve for many years on the board of directors. He spent the years leading up to the Civil War as the engineer of the five-mile Hoosac Tunnel which cut through the Berkshires in Massachusetts. He also helped finance the project. Haupt joined the war effort in April 1862 when Secretary of War Edwin M. Stanton asked him to head the effort to utilize the U.S. railroad system for military purposes. Haupt, with the rank of colonel, was assigned as an aide-de-camp to Irvin McDowell who by then was commanding the Washington defenses. Haupt first set out to secure the rail lines in the Washington area by building blockhouses in weak locations and protecting machine shops with stockades. He had all railroad staff armed and trained to help resist attack. He also improved telegraph communications along the rail lines. He streamlined the process to repair damaged rail lines and bridges. On September 5, 1862, he was promoted to brigadier general of volunteers but he refused the appointment, explaining he would prefer to serve without rank or pay so as not to limit his freedom to continue his private business pursuits. He resigned on September 14, 1863, citing he could not tolerate interference in his work that was coming from above. This ended his military career. After resigning from the army Haupt worked for several railroads as chief engineer or general manager. These railroads included the Shenandoah Valley, the Richmond and Danville, and the Northern Pacific. He was president of the Dakota and Great Southern Railroad. He died in New Jersey of a heart attack on December 14, 1905, fittingly while on a train.

HOFFMAN STREET

GEORGE MATTHIAS HOFFMAN

BORN: June 15, 1870
DIED: 1936

NO PICTURE



GEORGE MATTHIAS HOFFMAN graduated West Point in 1896 and the Army War College in 1921.

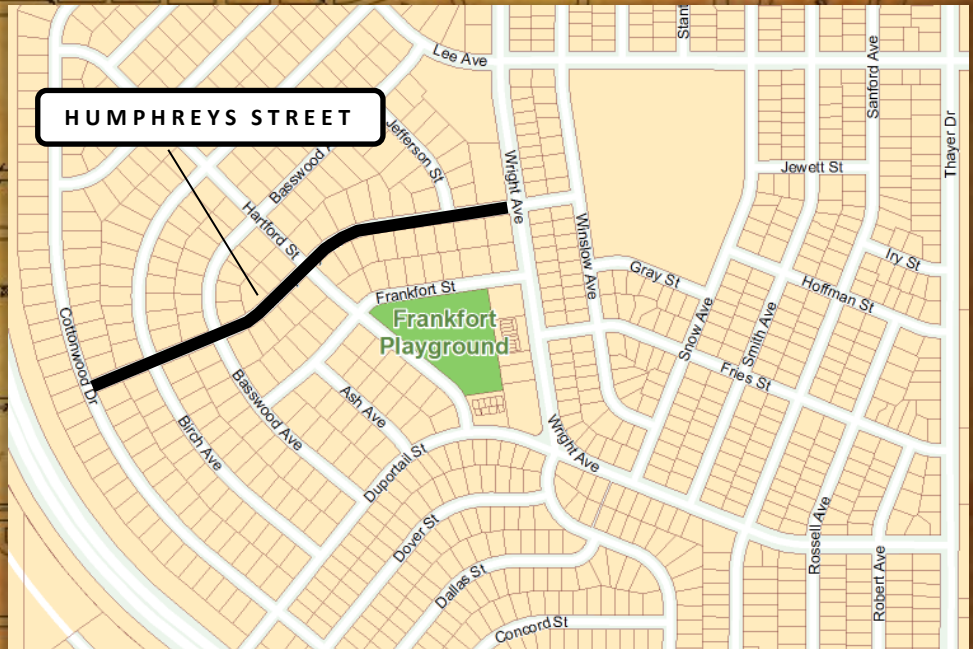
Commissioned second lieutenant (1896), and served in Spanish-American War and World War I. Served on Panama Canal and various river and harbor works; and appointed a member to Mississippi River Committee in 1927.



HUMPHREYS STREET

ANDREW ATKINSON HUMPHREYS

BORN: November 2, 1810 – Philadelphia, Pennsylvania
DIED: December 27, 1883 – Washington, DC



ANDREW ATKINSON HUMPHREYS graduated from the United States Military Academy in 1831. After graduation, he participated in the Seminole Wars and spent much of his military career with the Corps of Topographical Engineers surveying the Mississippi Delta. At the outbreak of the Civil War, Humphreys became an aide to General George B. McClellan. In April of 1862, Humphreys was promoted to brigadier general and served as chief topographical engineer in the Army of the Potomac throughout the Peninsula Campaign. In September of 1862, Humphreys took command of a division in the V Corps, which he led during the Battle of Antietam, as well as at the Battles of Fredericksburg and Chancellorsville. He was then transferred to a division in the III Corps, under General Daniel E. Sickles, and led his division during the Battle of Gettysburg. On the second day of the battle, Humphreys did all he could to resist assaults from Confederate Generals John B. Hood and Lafayette McLaws after receiving an ill-advised order from Sickles to move his troops. Following the Battle of Gettysburg, Humphreys became General Meade's chief of staff, and served in the position until he was selected by General Ulysses S. Grant to replace General Winfield S. Hancock as commander of the II Corps. He commanded the division through the Bristoe and Mine Run campaigns, as well as during the Overland campaign and during the Siege of Petersburg. He continued his command until the surrender at Appomattox Court House.

HUNT AVENUE

EDWARD BISSELL HUNT

BORN: 1822 - Livingston County, New York
DIED: 1863

NO PICTURE



EDWARD BISSELL HUNT Army engineer. Graduated at West Point (1845), assistant to the board of engineers for coast defense at New York (1845-46), taught engineering at West Point, and assisted in the construction of Ft. Warren, Boston Harbor (1849-51). Engaged in the construction of fortifications and lighthouses on the coast of Rhode Island, in construction of Ft. Taylor and other defensive works. Made chief engineer of the Department of the Shenandoah (1862) and subsequently engaged on fortifications in Connecticut and Rhode Island. Promoted to major and under special order from the Navy Department, engaged in perfecting a submarine battery which he had invented. It was while making experiments on this battery when he was suffocated by escaping gases.

JACKSON STREET

THOMAS HERBERT JACKSON

BORN: 1874
DIED: 1937

NO PICTURE



THOMAS HERBERT JACKSON Army Engineer, born Westmeath, Ontario, Canada. Graduated at West Point 1899. Served in Philippines (1903-05), district engineer at San Francisco, California (1907-11). Various duties in France and finally chief engineer of American forces in France (1919). Division Engineer, San Francisco, California (1926-28) and elsewhere, then returned (1934-37). Decorations: DSM officer Legion of Honor (France), Commander Order of Leopold (Belgium). Author of *Flood Control Plan for Sacramento River*.

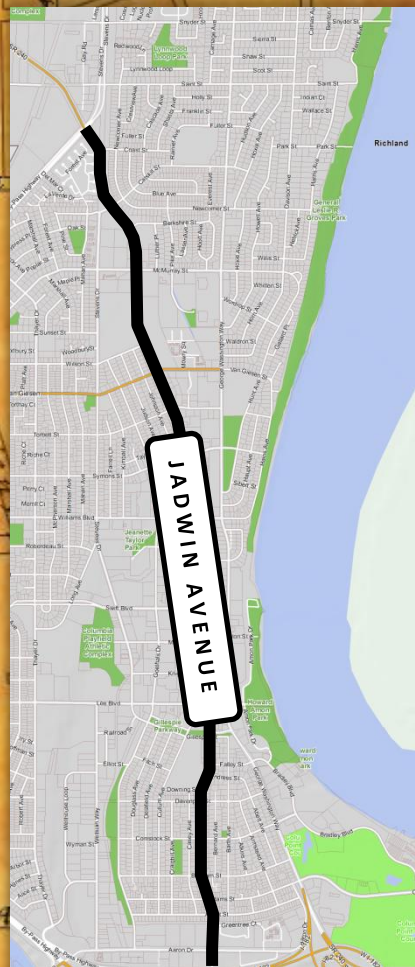


JADWIN AVENUE

EDGAR JADWIN

BORN: August 7, 1865 – Homedale, Pennsylvania

DIED: March 2, 1931 – Gorgas Hospital, Panama Canal Zone



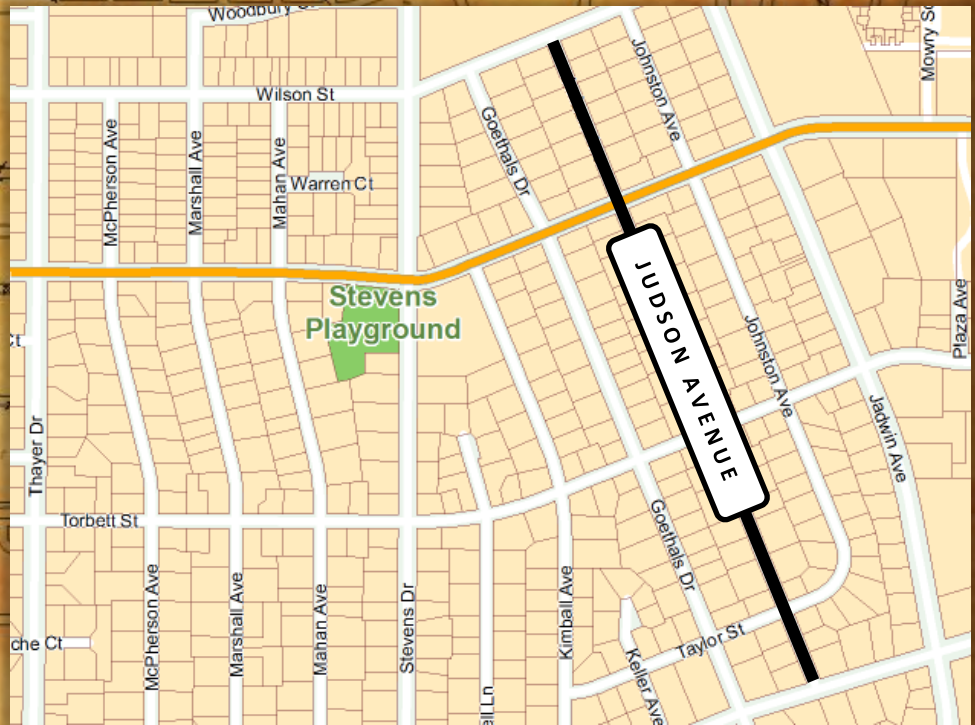
EDGAR JADWIN graduated first in the United States Military Academy class of 1890 and was commissioned in the United States Army Corps of Engineers. He served with engineer troops in 1891-1895 and was lieutenant colonel of the 3d U.S. Volunteer Engineers in the Spanish-American War. After serving as district engineer at the expanding ports of Los Angeles and Galveston, he was selected by General Goethals as an assistant in the construction of the Panama Canal, on which he worked from 1907 to 1911. Jadwin served in 1911-1916 in the Office of the Chief of Engineers focusing on bridge and road matters. Upon the United States entering World War I in 1917, he recruited the 15th Engineers, a railway construction regiment, and led it to France. He directed American construction and forestry work there for a year and received the Distinguished Service Medal. President Woodrow Wilson appointed Jadwin to investigate conditions in Poland in 1919. In 1922-1924 Jadwin headed the Corps' Charleston District and Southeast Division. He then served two years as assistant chief of engineers. As chief of engineers, he sponsored the plan for Mississippi River flood control that was adopted by the United States Congress in May 1928. Jadwin retired as a lieutenant general, August 7, 1929.



JUDSON AVENUE

WILLIAM VOORHEES JUDSON

BORN: February 16, 1865 – Indianapolis, Indiana
DIED: March 29, 1923 – Chicago, Illinois



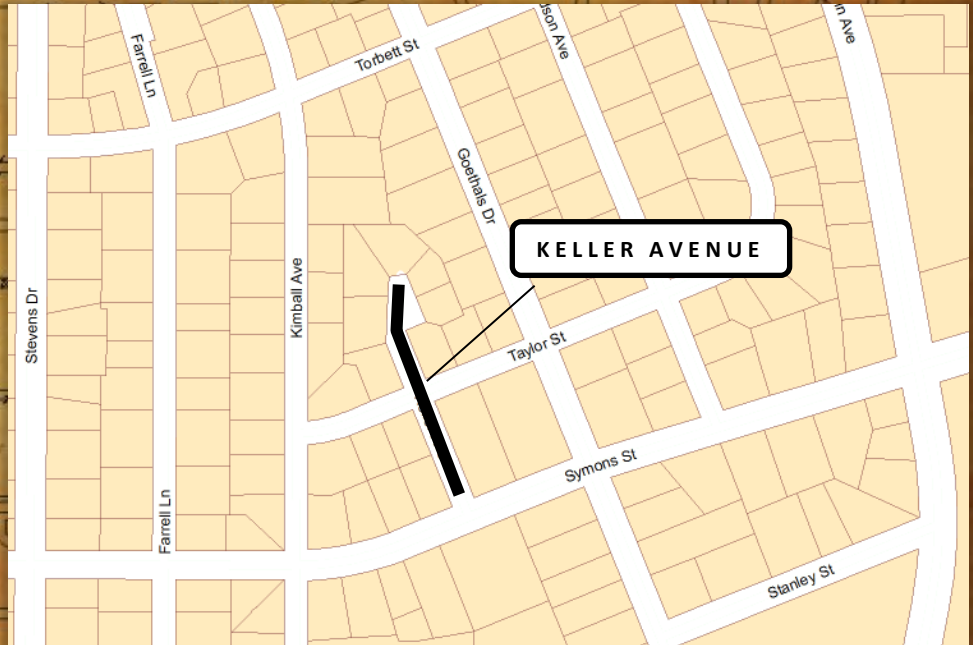
WILLIAM VOORHEES JUDSON was an army officer, military engineer and diplomat. After attending Harvard for a year, he transferred to the United States Military Academy, graduating in 1888 with an appointment as a second lieutenant in the Army Corps of Engineers. He also graduated from the United States Engineer School in 1891, and for the next dozen years was involved in various projects related to river and harbor improvements in the Midwest, New York, Puerto Rico, Texas and other southern locations. In 1904-05, Judson was detailed as military attaché with the Russian Army in the Russo-Japanese War. His first-hand observations and his skilled reports from this experience led to his appointment as a member of the Elihu Root Mission to Russia in 1917. In the intervening years, he continued to carry on work on harbor and lighthouse developments, (during which time he invented and patented a type of concrete caissons), consulted on the building of the Panama Canal, served for four years as Engineer Commissioner of the District of Columbia, and devised plans for canal expansion in the Great Lakes region. His duty with the Root Mission began in May, and when the Mission returned to Washington in July, he remained as a brigadier-general assigned to duty as Chief of the American Military Mission to Russia and Military Attaché to the American Embassy at Petrograd. At odds with the American Ambassador, David R. Francis, over how the Bolshevik rise to power could affect the outcome of the war, Judson was recalled to Washington in January 1918. However, his reports and recommendations regarding American-Russian relations, which reflected his unsuccessful attempts to effect a change in U.S. policy toward Russia, eventually earned him recognition and a Distinguished Service Medal. Upon return to the United States, Judson assumed command at the New York Port of Embarkation at Hoboken, New Jersey, overseeing the departure of more than five hundred thousand troops for France during the height of the influenza epidemic. Succumbing to the disease himself, Judson was honorably discharged from the national army and was reverted to the rank of colonel in the Army Corps of Engineers. With an office in Chicago, he resumed his engineering work as division engineer in charge of river and harbor improvements, which he continued until his death in 1923.



KELLER AVENUE

CHARLES KELLER

BORN: February 13, 1868 – Winnetka, Illinois
DIED: September 16, 1949 – Coronado, California



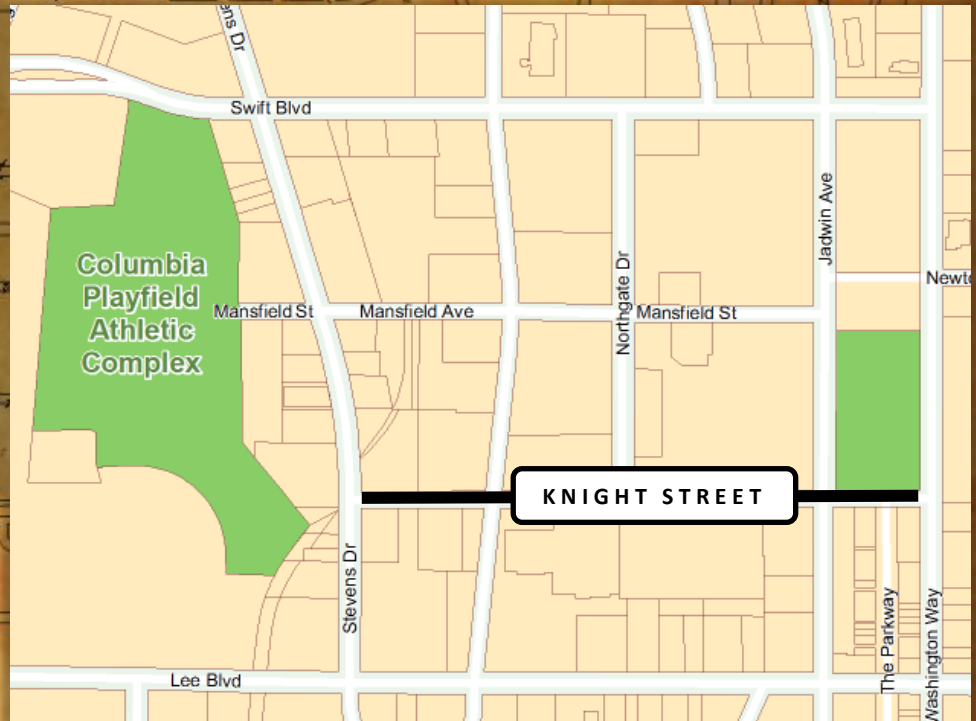
CHARLES KELLER began his career at the United States Military Academy, where he graduated second in his class in 1890 and was commissioned into the Corps of Engineers. Keller's early duties included supervision of river and harbor improvements in Alabama and Florida. During the Spanish-American War, Keller planted defensive mines in the harbors of Charleston and Port Royal, South Carolina. Early in the twentieth century he commanded a company of engineers in the Philippine-American War. Back in the United States, he took charge of the U.S. Lake Survey in 1905 and was a member of several engineer boards. In World War I, Keller went to France as deputy chief engineer of the American Expeditionary Forces. Brigadier General Keller's performance earned him a Distinguished Service Medal, and the French government made him an officer in the Legion of Honor. As the United States was preparing for the possibility of entry into World War II, the need for experienced military leaders led the Army to recall several officers out of retirement, Keller among them. In 1940 he returned to duty as district engineer of the Corps of Engineers' Chicago District. In this capacity he directed the construction of military posts, airfields, and ordnance and aircraft plants within the district, as well as river and harbor work and flood control projects. At the time of his second retirement from the Army in 1943, he was 75 years of age, the oldest Army officer to serve on active duty during the war. In recognition of the achievements of his service in his fourth war, the Army awarded him with the Legion of Merit.

KNIGHT STREET

JOHN GEORGE DAVID KNIGHT

BORN: 1846
DIED: 1919

NO PICTURE



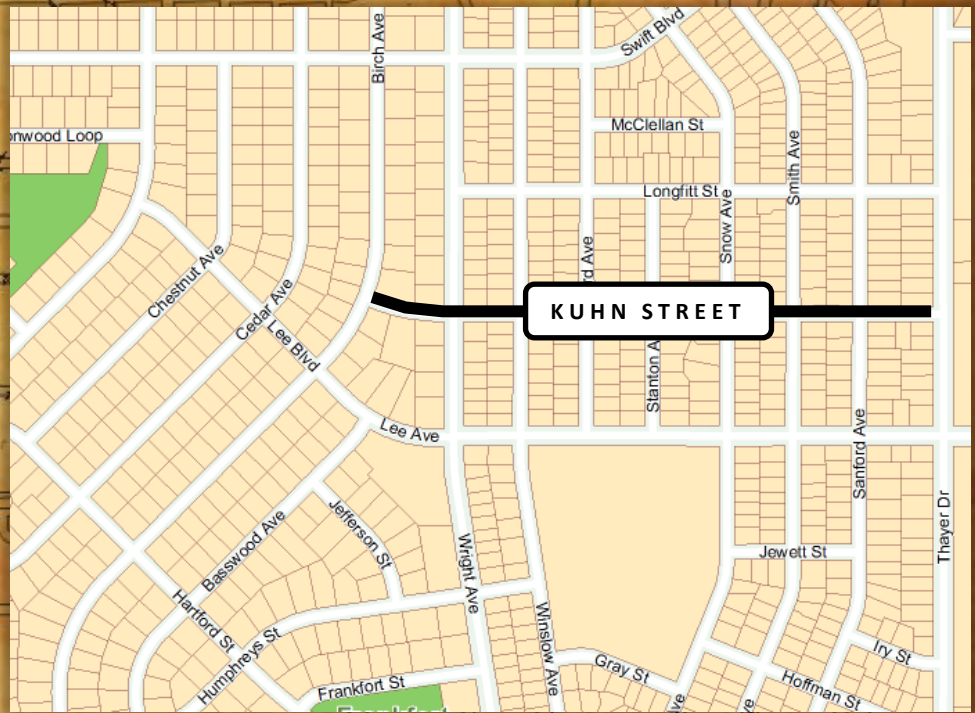
JOHN GEORGE DAVID KNIGHT born in England. Graduated at West Point 1868. Member of Common Council of Summit, New Jersey (1912-16). Engineer commandant of Washington D.C. (1917-19).



KUHN STREET

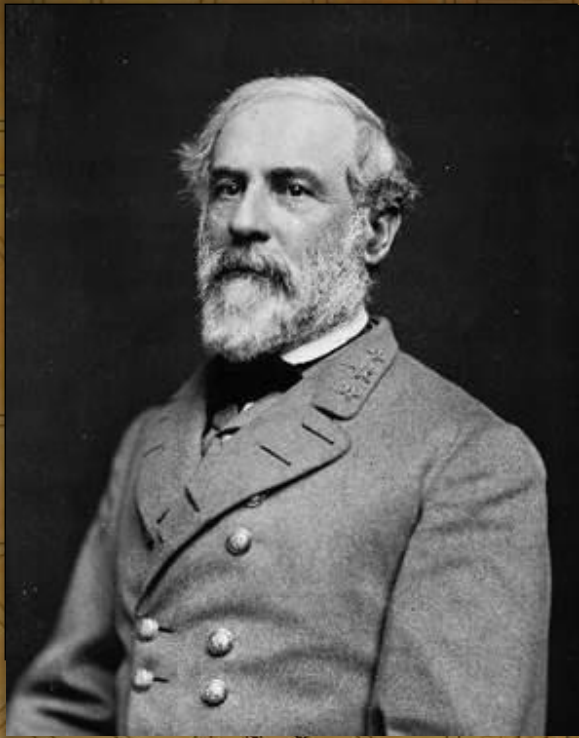
JOSEPH ERNEST KUHN

BORN: June 14, 1864 – Leavenworth, Kansas
DIED: November 12, 1935



JOSEPH ERNEST KUHN graduated from West Point in 1885 at the head of his class and was assigned to the Corps of Engineers. He served five years as instructor of civil and military engineering at West Point and supervised the construction of the new academy building. He became a captain in 1896, and was assigned to the office of the chief of engineers of the Army, where he served as assistant for four years. Over a two-year period, General Kuhn rose through the ranks from lieutenant colonel to colonel in 1915, brigadier general and head of the Army in 1916, and to major general in the national army in 1917.





LEE BOULEVARD

ROBERT EDWARD LEE

BORN: January 19, 1807 – Stratford, Virginia
DIED: October 12, 1870 – Lexington, Virginia

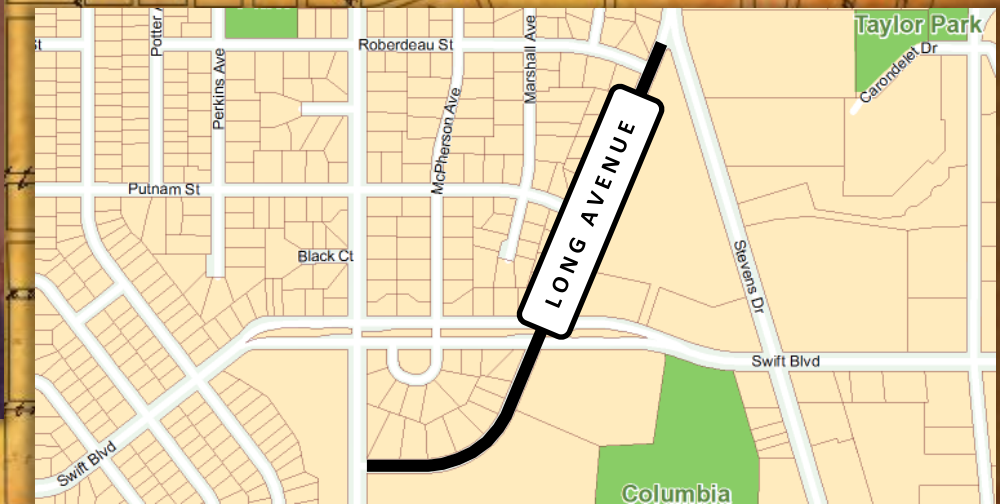


ROBERT EDWARD LEE was a Confederate general during the Civil War (1861–1865) who led the Army of Northern Virginia from June 1862 until its surrender at Appomattox Court House on April 9, 1865. Descended from several of Virginia's first families, Lee was a well-regarded officer of the United States Army before the war. His decision to fight for the Confederacy was emblematic of the wrenching choices faced by Americans as the nation divided. After an early defeat in western Virginia, he repulsed George B. McClellan's army from the Confederate capital during the Seven Days' Battles (1862) and won stunning victories at Manassas (1862), Fredericksburg (1862), and Chancellorsville (1863). The Maryland and Pennsylvania campaigns he led resulted in major contests at Antietam (1862) and Gettysburg (1863), respectively, with severe consequences for the Confederacy. Lee offered a spirited defense during the Overland Campaign (1864) against Ulysses S. Grant, but was ultimately outmaneuvered and forced into a prolonged siege at Petersburg (1864–1865). Lee's generalship was characterized by bold tactical maneuvers and inspirational leadership; however, critics have questioned his strategic judgment, his waste of lives in needless battles, and his unwillingness to fight in the Western Theater. In 1865, his beloved home at Arlington having been turned into a national cemetery, Lee became president of Washington College (now Washington and Lee University) in Lexington. There he promoted educational innovation and presented a constructive face to the devastated Southern public. Privately, Lee remained bitter and worked to obstruct societal changes brought about by the war, including the enfranchisement of African Americans. By the end of his life he had become a potent symbol of regional pride and dignity in defeat, and has remained an icon of the Lost Cause. Lee entered the United States Military Academy at West Point, New York, in 1825, where he excelled both scholastically and militarily. Admired for his geniality and fine presence, he was appointed cadet adjutant. Lee graduated second in the class of 1829 and joined the Corps of Engineers.

LONG AVENUE

STEPHEN HARRIMAN LONG

BORN: December 30, 1784 – Hopkinton, New Hampshire
DIED: September 4, 1864 – Alton, Illinois



STEPHEN HARRIMAN LONG, explorer and surveyor, graduated from Dartmouth College in 1809 and taught school before entering the United States Army in December 1814, as a second lieutenant of engineers. He taught mathematics for two years at the United States Military Academy at West Point; in 1816 he was brevetted a major in the Corps of Topographical Engineers. In 1817 he surveyed the portages of the Fox and Wisconsin rivers, explored the upper Mississippi, and helped establish Fort Smith, Arkansas. In July 1819, he joined General Henry W. Atkinson's "Yellowstone Expedition," bound from St. Louis to the Rocky Mountains aboard the United States Steamboat *Western Engineer*. In 1823, Long explored the sources of the Minnesota and Red rivers in the north and the United States-Canadian boundary west of the Great Lakes. He was brevetted a lieutenant colonel in 1826 and assigned by the War Department as consulting engineer to the Baltimore and Ohio Railroad in 1827. Long remained with the B&O until 1830, and from 1834 to 1837 he surveyed railroad routes in Georgia and Tennessee. For the next three years he was chief engineer of the Atlantic and Great Western Railroad, in which post he was promoted to regular major when the Topographical Engineers became a separate corps in 1838. Along with his army duties, Long continued his consulting services to various railroads until 1856, when he was put in charge of navigation improvements on the Mississippi. In 1861 he was promoted to colonel and called to Washington, D.C., to succeed Colonel John J. Abert as commander of the Topographical Engineers. Long remained in that position until his retirement from the army in June 1863, three months after his corps had been merged with the Corps of Engineers.

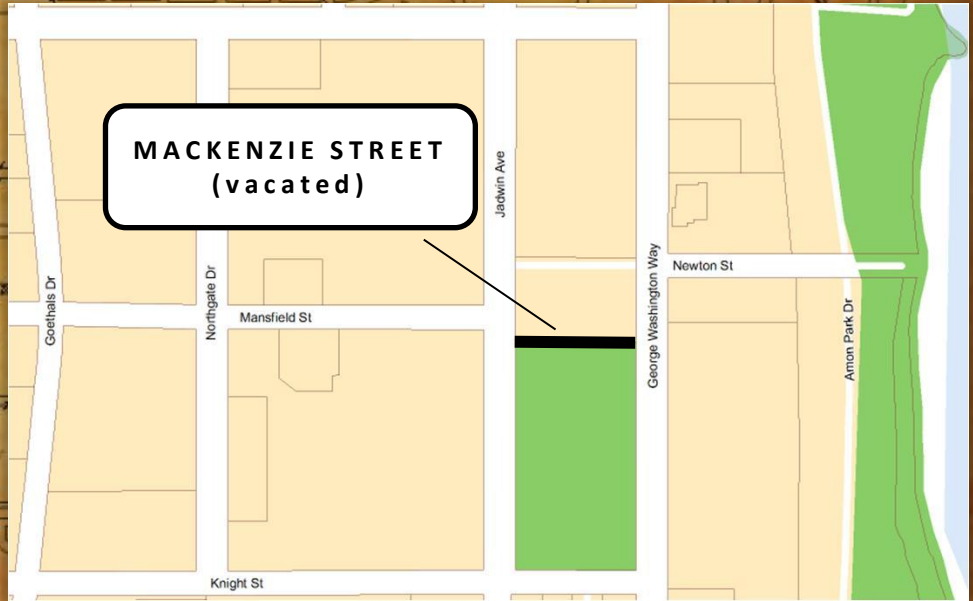




MACKENZIE STREET

ALEXANDER MACKENZIE

BORN: May 25, 1844 - Potosi, Wisconsin
DIED: March 21, 1921 - Washington, DC



ALEXANDER MACKENZIE graduated from the United States Military Academy in 1864. Commissioned in the Corps of Engineers, he served with the Union Army in Arkansas in 1864-65. Mackenzie spent six years commanding a company of engineer troops at Willets Point, New York, that experimented in the use of torpedoes in coastal defense. In 1879 he began a sixteen-year stint as Rock Island District Engineer. He built one hundred miles of wing dams on the upper Mississippi River and produced a four-and-half foot channel between St. Paul and the mouth of the Missouri River. Called to Washington in 1895, he became assistant to the chief of engineers in charge of all matters relating to river and harbor improvements. He was a member of the general staff corps and War College Board when appointed chief of engineers. Retired May 25, 1908, as a major general, he was recalled to active duty in 1917 at age 73 as Northwest Division Engineer, serving again in Rock Island, Illinois.



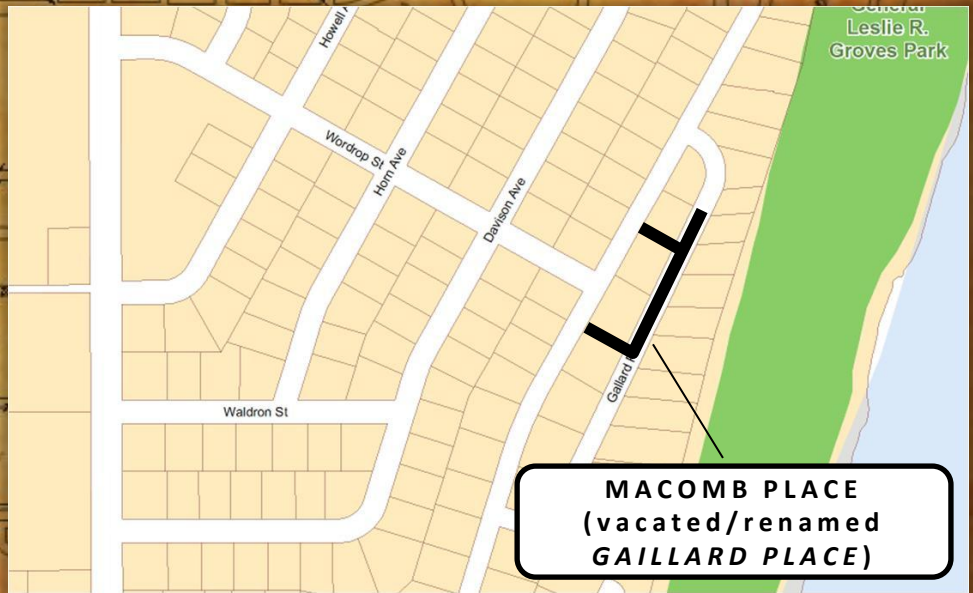


MACOMB PLACE

ALEXANDER MACOMB

BORN: April 3, 1782 – Detroit, Michigan

DIED: June 25, 1841 – Washington, DC



MACOMB PLACE
(vacated/renamed
GAILLARD PLACE)

ALEXANDER MACOMB entered the Army as a cornet of light dragoons in 1799 but was discharged in 1800. He returned to the Army in 1801 as a second lieutenant of infantry and served as secretary of the commission negotiating treaties with the Indians of the Mississippi Territory. He joined the Corps of Engineers in October 1802 as a first lieutenant and superintended construction of a depot, armory, and fortifications in the Carolinas and Georgia. He also wrote a treatise on military law. After rising to lieutenant colonel in the Corps of Engineers in 1810, he was appointed colonel, 3d Artillery, in 1812 and brigadier general in 1814. In the latter year he commanded the Lake Champlain frontier force that repulsed a larger veteran British army at Plattsburg. He was voted Thanks and a Gold Medal by the Congress and brevetted major general. In the reorganized Army, he was appointed colonel and chief engineer in 1821. In that position, he administered the start of federal river and harbor improvements. He was elevated to commanding general of the Army with the rank of major general in 1828. He died June 25, 1841, in Washington, D.C., and was buried with the highest military honors in Congressional Cemetery. Macomb made the earliest known drawing (1807) to resemble the engineer button.



MAHAN AVENUE

DENNIS HART MAHAN

BORN: April 2, 1802 – New York, New York

DIED: September 16, 1871 – Stoney Point, New York



DENNIS HART MAHAN received an appointment to the United States Military Academy at West Point and graduated the top of his class in 1824. During his third year at the academy he was appointed acting assistant professor of mathematics and continued in that capacity after being commissioned a second lieutenant in the corps of engineers. In 1825 he was assigned as principal assistant professor of engineering at his alma mater. In 1826 the war department sent Mahan abroad to study public engineering works and military institutions. He spent some time at the military school of application for engineers and artillerists in Metz, France. Mahan returned to West Point in 1830 and took up duties as the acting professor of engineering. He accepted the chair permanently in 1832, relinquishing his commission in the corps of engineers. Mahan was a member of many scientific societies in the United States and one of the corporate members of the National Academy of Sciences in 1863. The many text books he wrote gained him a world-wide reputation. His texts were used at the academy and in many universities around the world. His text on field fortifications, *Treatise on Field Fortifications, Containing Instructions on the Methods of Laying Out, Constructing, Defending and Attacking Entrenchments, With the General Outlines Also of The Arrangement, the Attack and Defense of Permanent Fortifications*, first published in 1836, and used until well after the Civil War, was considered the bible of field fortifications. Mahan died near Stoney Point, New York on September 16, 1871, taking his own life being distraught when he learned he was recommended to be retired.



MANSFIELD STREET

JOSEPH KING FENNO MANSFIELD

BORN: December 22, 1803 - New Haven, Connecticut
DIED: September 18, 1862 - Sharpsburg, Maryland



JOSEPH KING FENNO MANSFIELD was a career United States Army officer, civil engineer, and a Union general in the Civil War, mortally wounded at the Battle of Antietam. He attended the United States Military Academy and graduated second in a class of forty in 1822. He was commissioned a second lieutenant in the U.S. Army Corps of Engineers. At the start of the Civil War, Mansfield commanded the Department of Washington, promoted to brigadier general on May 14, 1861. He was stationed at Hatteras Inlet, North Carolina, in October, following the battle fought there by Benjamin Butler in August. He was a brigade commander in the Department of Virginia from March to June of 1862. His only combat activity during this period was the firing of coastal batteries from Hampton Roads against the ironclad CSS *Virginia* in its naval battle against the USS *Monitor* on March 9, 1862. During the Maryland Campaign, when Confederate General Robert E. Lee invaded the North for the first time, Mansfield was given command of the XII Corps of the Army of the Potomac, two days prior to the Battle of Antietam in September 1862.

Comstock Street
Benham Street
Adams Street
Abbot Street



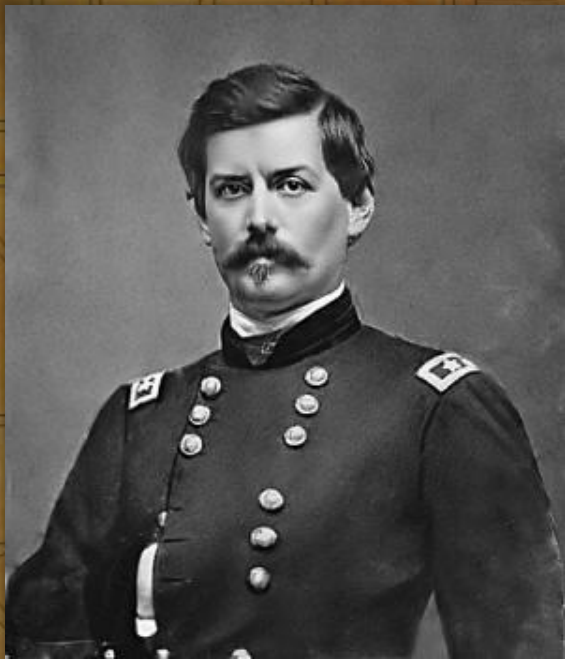
MARSHALL AVENUE

WILLIAM LOUIS MARSHALL

BORN: June 11, 1846 – Washington, Kentucky
DIED: July 2, 1920 – Washington, DC



WILLIAM LOUIS MARSHALL, a scion of the family of Chief Justice John Marshall, enlisted in the 10th Kentucky Cavalry, Union Army at the age of sixteen. He graduated from the United States Military Academy in 1868 and was commissioned in the Corps of Engineers. Accompanying Lieutenant George Wheeler's *Wheeler Survey* expedition (1872–76), Marshall covered thousands of miles on foot and horseback and discovered Marshall Pass in central Colorado. He oversaw improvements on the Lower Mississippi River near Vicksburg and on the Fox-Wisconsin Waterway canal system in Wisconsin. As Chicago District Engineer from 1888 to 1899, he planned and began to build the Illinois and Mississippi Canal. Marshall made innovative use of concrete masonry and developed original and cost-saving methods of canal lock construction. Stationed at New York (1900–08), his genius further expressed itself on the Ambrose Channel project and in standardizing fortification construction methods. He retired June 11, 1910, but his engineering reputation earned a special appointment from President William Howard Taft as consulting engineer to the Secretary of the Interior on hydroelectric power projects.



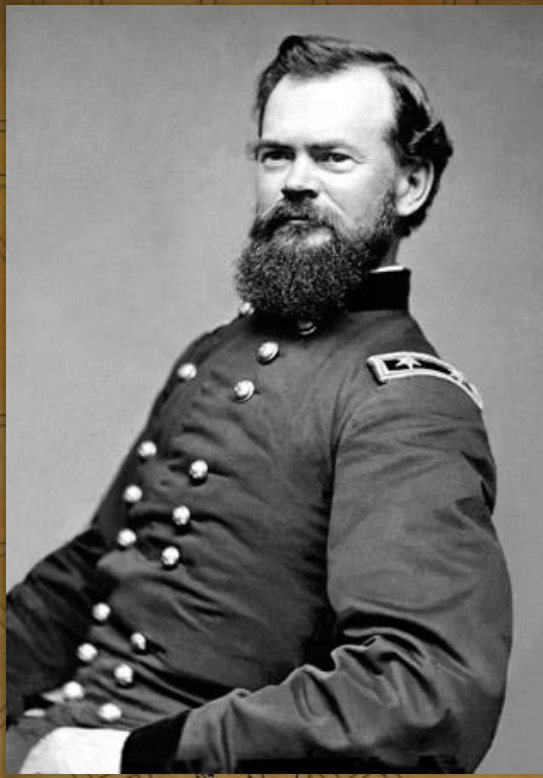
McCLELLAN STREET

GEORGE BRINTON McCLELLAN

BORN: December 3, 1826 - Philadelphia, Pennsylvania
DIED: October 29, 1885 - Orange, New Jersey



GEORGE BRINTON McCLELLAN studied at the United States Military Academy at West Point, graduating in 1846. He became an engineer officer and was twice brevetted for service in the Mexican War. When the Civil War began, McClellan was appointed major general of Ohio volunteers. He headed the defeated Union forces at the First Battle of Bull Run. Nicknamed "Little Mac," McClellan managed to improve the quality of the Army of the Potomac in a few months, to the point that it was able to stand up to the best Confederate troops. This feat made McClellan popular among his troops, but his anti-Republican sentiments did not endear him to government officials. The harshest conflicts existed between McClellan and Secretary of War Edwin M. Stanton and Secretary of the Treasury Salmon P. Chase. McClellan also clashed with some of his military colleagues, including General Winfield Scott and Major General Henry W. Halleck. Overly cautious at times and unwilling to take the offensive, McClellan retreated to the James River in July of 1863, despite his victories from Williamsburg in May to Malvern Hill in July. President Lincoln removed him from that command in August of 1863, but put him back when his replacement led the Union to defeat at the Second Battle of Bull Run. McClellan rejuvenated and organized the troops, but performed poorly in the Antietam Campaign. He was able to stop Confederate General Lee's invasion of Maryland, but was slow to follow up after the retreating Confederate forces. At that point, Lincoln relieved McClellan permanently. He remained on inactive duty, became involved in politics, and ran for President in 1864 as the Democratic candidate.

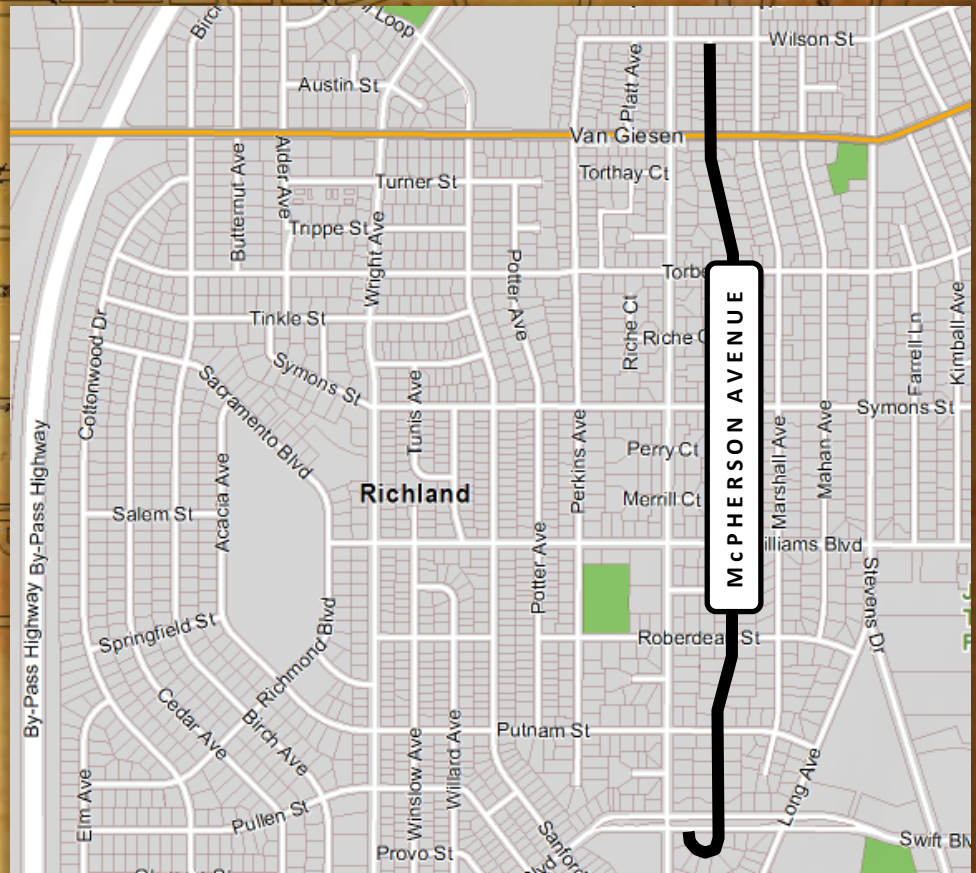


McPHERSON AVENUE

JAMES BIRDSEYE McPHERSON

BORN: November 14, 1828 – Clyde, Ohio

DIED: July 22, 1864 – Atlanta, Georgia



JAMES BIRDSEYE McPHERSON received an appointment to the United States Military Academy at West Point, graduating in 1851. After teaching at West Point for one year, McPherson became an engineer in the army. At the outbreak of the Civil War, McPherson was promoted to the rank of lieutenant colonel. He served under Ulysses S. Grant at the Battle of Shiloh and was Grant's head engineer. He attained the rank of brigadier general in the early summer of 1862 and given command of a force sent to assist General William Rosecrans and his army at Corinth, Mississippi. McPherson rose to the rank of major general in October 1862 and served under Grant in the Army of the Tennessee during the Vicksburg campaign. In 1864, McPherson served with General William T. Sherman and participated in Sherman's advance upon Atlanta. In a battle with John Bell Hood's Confederate army on August 22, 1864, McPherson was killed. Upon hearing of McPherson's death, General Grant stated, "In his death the army lost one of its ablest, purest and best generals." Sherman echoed these sentiments when he stated, "I have seen [McPherson], in danger, in battle when every muscle and every tissue was in full action, when his heroic qualities shone out as a star in the darkest night."

MERRILL COURT

WILLIAM EMERY MERRILL

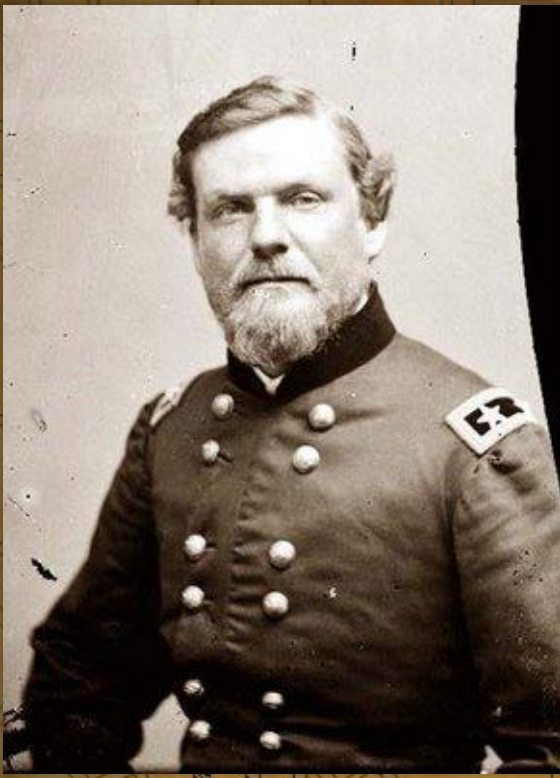
BORN: October 11, 1837 – Fort Howard, Wisconsin

DIED: December 14, 1891 – On board train from Ohio to Illinois

NO PICTURE



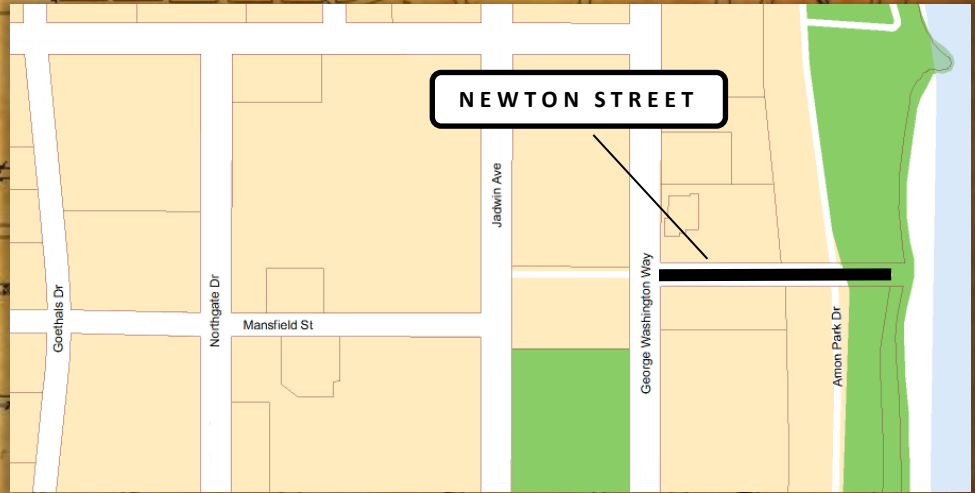
WILLIAM EMERY MERRILL graduated first in his class at West Point in 1859, and from September 1860 to July 1861, was assistant professor of engineering there. In the Civil War, he served as assistant engineer in the Army of the Potomac during the Peninsular campaign and in the northern Virginia campaign, and from July 1864 to September 1865, commanded as colonel a regiment of veteran volunteer engineers. During the war he received the successive brevets of captain, major, lieutenant colonel, and colonel for gallant services. In March 1867, he was raised to the regular rank of major, and in February 1883 to that of lieutenant colonel. From 1867 to 1870, he was chief engineer on the staff of General Sherman, then commanding the Military Division of the Missouri, and thereafter until his death he was engaged on engineering work for the government. One of the most notable engineering works of its kind in America was the Chanoine wicket movable dam constructed by him at Davis's Island, five miles below Pittsburgh. In 1889, he represented the United States Engineering Corps at the International Congress of Engineers in Paris. He published *Iron Truss Bridges for Railroads* (1870) and *Improvement of Non-Tidal Rivers* (1881).



NEWTON STREET

JOHN NEWTON

BORN: August 25, 1822 – Norfolk, Virginia
DIED: May 1, 1895 – New York, New York



JOHN NEWTON was a West Point graduate, Class of 1842, and served as an Army engineer and West Point instructor in various subjects. At the outbreak of the Civil War, he was working on fortifications in Delaware. Newton was assigned as chief engineer of two different departments, then worked on Washington defenses. He commanded brigades of the Army of the Potomac at West Point, Virginia; Gaines' Mill; Glendale; South Mountain and Sharpsburg. At South Mountain, he led a bayonet charge which resulted in taking enemy positions, and later commanded the Union 3rd Division, VI Corps under General John Sedgwick at Chancellorsville. In the Atlanta campaign, his unit carried Rocky-face Ridge, and fought at Dalton, Adairsville, Dallas, Kennesaw Mountain, Peach Tree Creek, Jonesborough and Lovejoy's Station. At Peach Tree Creek, he prevented a dangerous Confederate movement against Sherman. His rapidly constructed works allowed him to turn back the Confederate thrust. He then commanded the District of Key West & Tortugas. After the Civil War, Newton accepted a regular commission as lieutenant colonel of engineers. He served until 1886, when he retired as a brigadier general. He then served as Commissioner of Public Works for the City of New York. Still later, he served as President, Panama Railroad Company, until his death.



OGDEN STREET

HERBERT GOUVERNEUR OGDEN

BORN: April 4, 1846 – New York, New York
DIED: February 25, 1906

NO PICTURE



HERBERT GOUVERNEUR OGDEN was a descendant of Francis Lewis, a signer of the Declaration of Independence. His career in the Coast Survey commenced in 1863, when the Civil War was at its height, assigned to duty with both the army and the navy. In 1865, he served as a topographer on the Nicaraguan Expedition. In 1870, he was a member of the first naval exploring expedition to the Isthmus of Darien. In 1893, he had charge of a section of the exploratory surveys for locating the international boundary between Alaska and British Columbia. He was appointed by the President as one of the original members of the Board of Geographic Names, and continued as a member until the time of his death.





PARTRIDGE STREET

ALDEN PARTRIDGE

BORN: February 12, 1785 – Norwich, Vermont
DIED: January 17, 1854 – Norwich, Vermont



ALDEN PARTRIDGE, lieutenant, and ultimately captain, was stationed at West Point for his entire Army career. He was initially assigned as an Assistant Professor of Mathematics. He held this position until April 1813, when he was elevated to the position of Professor of Mathematics, Head of the Mathematics Department. His tenure in this position was short lived as he was selected to be a Professor of Engineering in September 1813. From September 1813 until December 1816 he was the Head of the Engineering Department, whereupon his administration of this position was lax and unsatisfactory. Major Sylvanus Thayer was appointed as the new Superintendent, to the dismay of Captain Partridge, who refused to relinquish the command and was subsequently tried by court martial on numerous charges of neglect of duty and insubordination. Captain Partridge resigned from the Army in April 1818. Upon his resignation, Partridge became engaged on the survey of the northeastern boundary of the United States. While an instructor at the United States Military Academy, in September 1820, Partridge opened the American Literary, Scientific and Military Academy at Norwich, Vermont (now known as Norwich University). This was the first purely technical and military school for the training of citizen soldiers in the world.



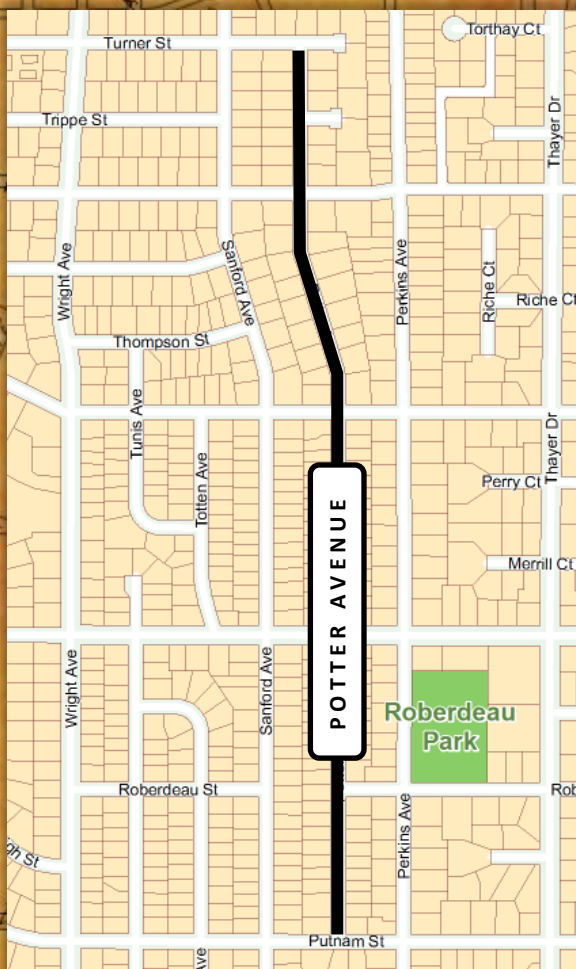
POTTER AVENUE

CHARLES LEWIS POTTER

BORN: 1864

DIED: 1928

NO PICTURE



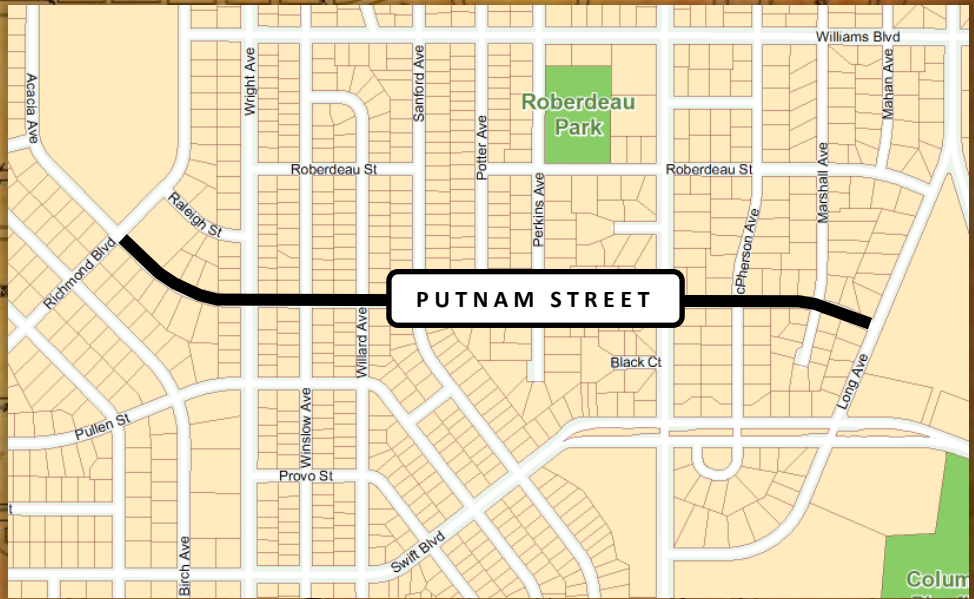
CHARLES LEWIS POTTER Army Engineer, graduated at West Point in 1886. Served in the Spanish-American War and Philippine Insurrection (1898-1900). Numerous river and harbor improvement assignments, including Portland, Oregon (1915-16). In charge of 2nd S.P. Engineer District (1918-20), and President of Mississippi River Commission (1920-28).



PUTNAM STREET

RUFUS PUTNAM

BORN: April 9, 1738 – Sutton, Massachusetts
DIED: May 4, 1824 – Marietta, Ohio



RUFUS PUTNAM apprenticed as a millwright and taught himself geography and mathematics. During the French and Indian War, he served with a Connecticut regiment in the Great Lakes region. In 1773, he became the surveyor of East Florida after a trip there to assess veterans' land grants along the Mississippi River. In 1775, he joined one of the first Revolutionary regiments in Massachusetts. His fortifications protected Dorchester Heights during the British siege of Boston. He supervised the building of defenses around New York City. He refused an appointment as chief engineer and took a field command, fighting in the New York campaign that led to the British surrender at Saratoga. He then rebuilt West Point and fought at Stony Point. After the Revolution, Putnam returned to survey work in Maine (then part of Massachusetts). He supported the award of lands in lieu of back pay to soldiers during the war. Putnam was one of the authors of the army's Newburgh Petition to Congress that requested land disbursements. In 1788, he led a group of Revolutionary veterans to settle Marietta, Ohio, for the Ohio Company. He became a Supreme Court judge for the Northwest Territory. Later, he served in General Anthony Wayne's early campaigns against the Ohio Valley Native American tribes. In 1796, President George Washington appointed Putnam as the first Surveyor General of the United States. He served in that capacity until 1803.



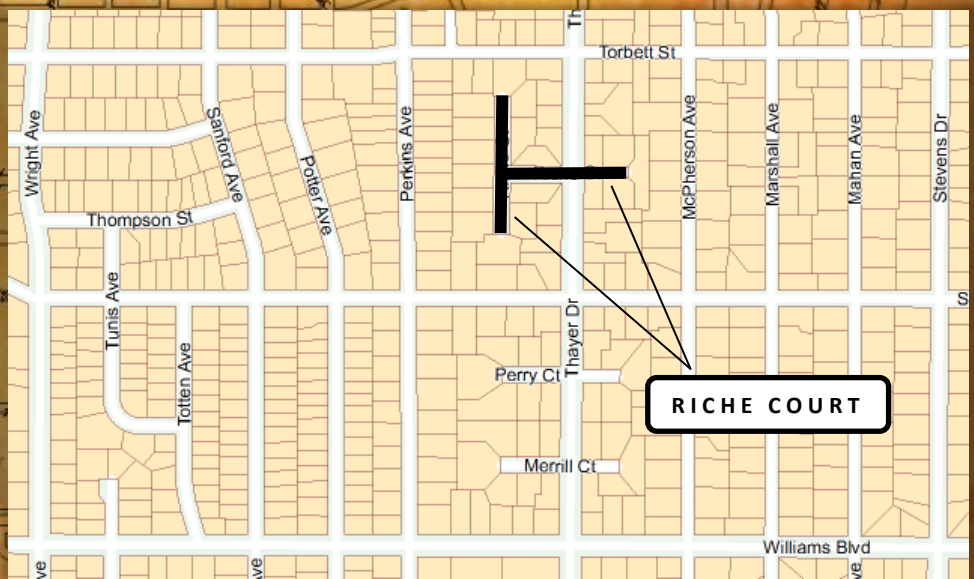
RICHE COURT

CHARLES SWIFT RICHE

BORN: July 19, 1864

DIED: March 20, 1936

NO PICTURE



CHARLES SWIFT RICHE Army engineer. Graduated at West Point in 1886. Engineered extensively in river and harbor works, made surveys of Great Lakes harbors and channels, and had charge of improvement of upper Mississippi.

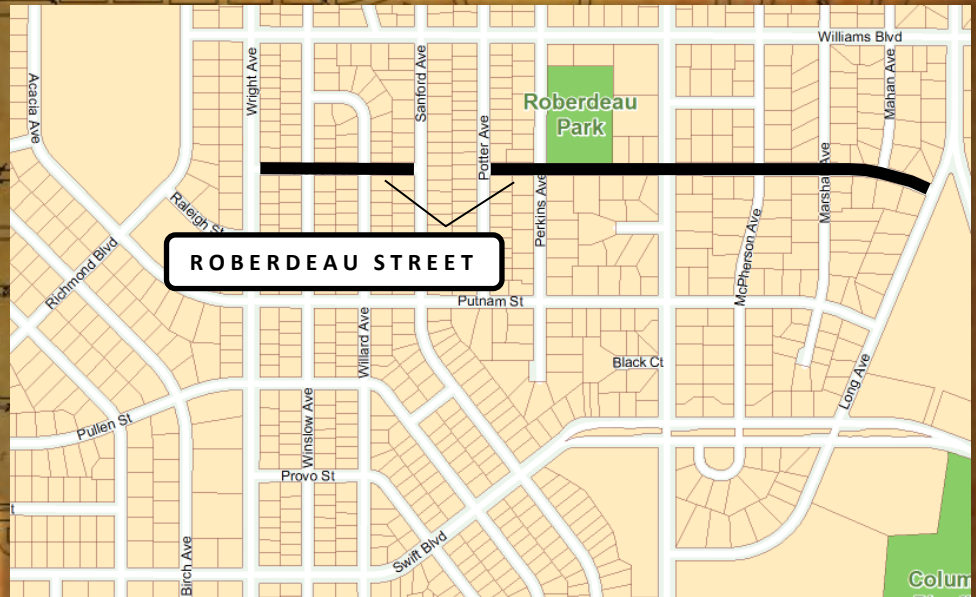


ROBERDEAU STREET

ISAAC ROBERDEAU

BORN: September 11, 1763 – Philadelphia, Pennsylvania
DIED: January 15, 1829 – Georgetown, DC

NO PICTURE



ISAAC ROBERDEAU studied engineering in London, returning to America in 1787 to write, survey, and pursue astronomy. In 1791-92 he assisted Pierre L'Enfant in planning the new federal capital, the future Washington, D.C. For the next two decades, he practiced engineering in Pennsylvania. His work included assisting William Weston on a canal connecting the Schuylkill and Susquehanna rivers. During the War of 1812, he served in the Army as a major of topographical engineers, employed chiefly on fortifications. After the war he assisted the Canadian boundary survey. Secretary of War Calhoun appointed Roberdeau in 1818 to head the newly created Topographical Bureau of the War Department. At first his duties were largely custodial; he prepared returns and maintained books, maps, and scientific equipment. As the nation turned its attention to internal improvement, Roberdeau used his position to promote the civil activities of the topographical engineers. He was brevetted lieutenant colonel in 1823.

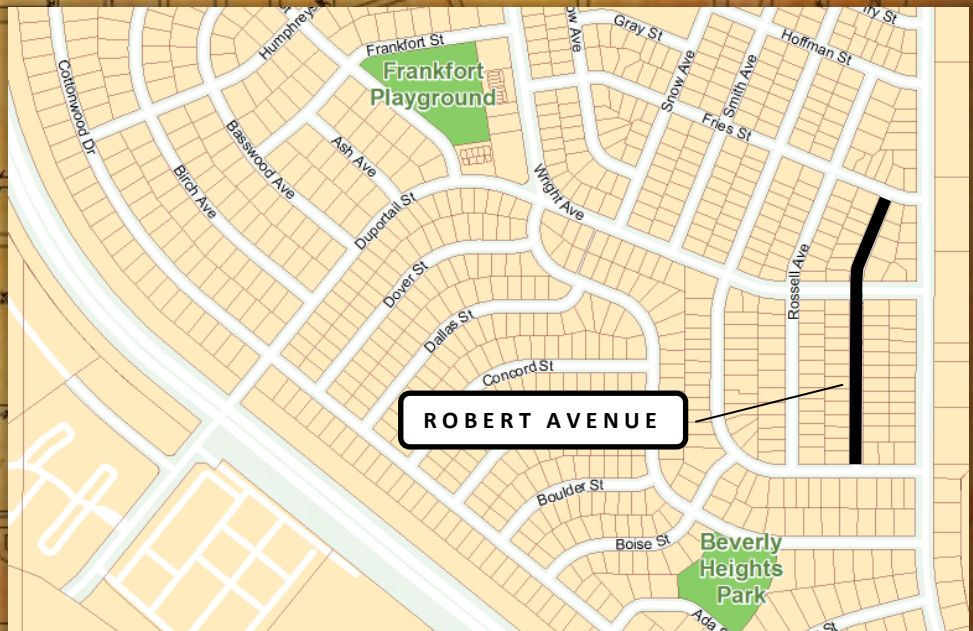




ROBERT AVENUE

HENRY MARTYN ROBERT

BORN: May 2, 1837 – Robertville, South Carolina
DIED: May 11, 1923 – Hornell, New York



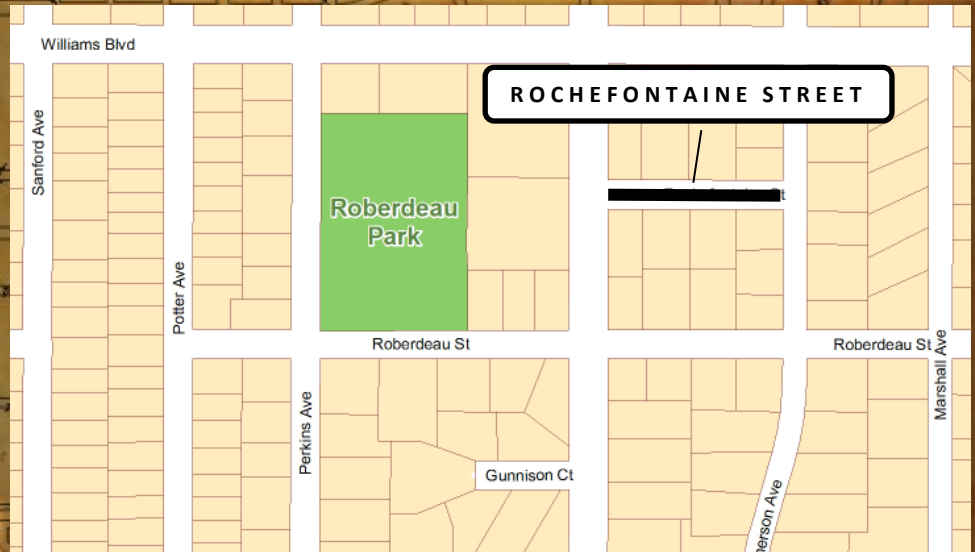
HENRY MARTYN ROBERT author of *Robert's Rule of Order* and consulting engineer of the Galveston seawall. Robert was appointed to West Point from Ohio and graduated fourth in his class in 1857. From 1867 until his retirement he was involved with most of the major river and harbor improvement and fortification projects undertaken by the United States government. He worked on the Columbia River and on rivers in Oregon and Washington. He built lighthouses on lakes Michigan, Erie, Ontario, and Champlain, and on the Saint Lawrence River. He made river and harbor improvements on Long Island Sound and New York Harbor. He was engineer-commissioner for improvements on the Tennessee and Cumberland rivers and was a member of various boards of engineering, such as the New York Board of Engineers, the New York Harbor Line Board, and the Philadelphia Line Board. In 1889, President Grover Cleveland appointed him to a board of engineers to recommend a western Gulf port for the government to develop and handle tonnage that was increasing each year. Robert selected Galveston as the only site that could meet the conditions to become a major Gulf port. Congress approved his proposal and appropriated the funds. After the Galveston hurricane of 1900, Robert served as consulting chairman of the board of engineers to design means of protection against future tidal waves. The recommendations of this board resulted in a seawall that successfully saved the city of Galveston on two subsequent occasions, 1909 and 1915. After each tidal wave Robert was called back to report on seawall damage and to make further recommendations. Just before he reached retirement age he was promoted to brigadier general, chief of engineers, United States Army, on April 30, 1901. Robert also became this country's leading parliamentarian. *Robert's Rules of Order*, first published in February 1876, remains an authoritative reference work on parliamentary procedure.

ROCHEFONTAINE STREET

STEPHEN ROCHEFONTAINE

BORN: February 23, 1755 – Ay, Marne, France
DIED: January 30, 1814 – New York, New York

NO PICTURE



STEPHEN ROCHEFONTAINE came to America in 1778 after failing to gain a position in the French Royal Corps of Engineers. He volunteered in General Washington's Army on May 15, 1778, and was appointed captain in the Corps of Engineers on September 18, 1778. For his distinguished services at the siege of Yorktown, Rochefontaine was given the brevet rank of major by Congress, November 16, 1781. He returned to France in 1783 and served as an infantry officer, reaching the rank of colonel in the French Army. He returned to the United States in 1792. President Washington appointed him a civilian engineer to fortify the New England coast in 1794. After the new Corps of Artillerists and Engineers was organized, Washington made Rochefontaine a lieutenant colonel and commandant of the new Corps on February 26, 1795. Rochefontaine started a military school at West Point in 1795, but the building and all his equipment were burned the following year. He left the Army on May 7, 1798.

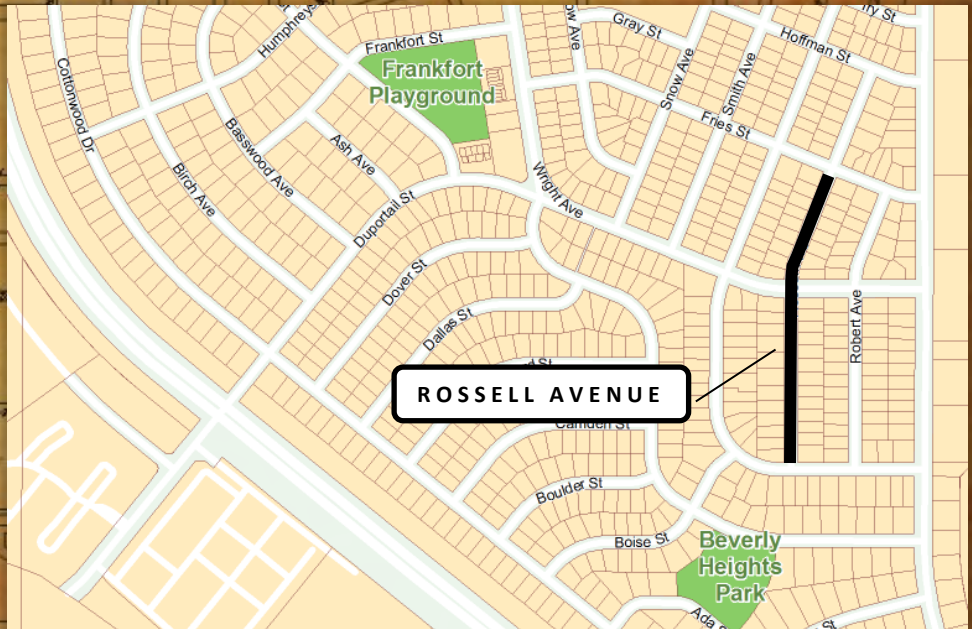


ROSSELL AVENUE

WILLIAM TRENT ROSSELL

BORN: October 11, 1849 – Alabama

DIED: October 11, 1919 – Staten Island, New York



WILLIAM TRENT ROSSELL former engineer commissioner of the District of Columbia, and later chief of engineers of the Army, was a graduate of the United States Military Academy in the year of 1873. His entire service was in the Engineer Corps in which he reached the grade of brigadier general in August 1913. He was attached to the District government for four years, from November 1, 1889, first as assistant to the engineer commissioner and then as engineer commissioner. He retired October 11, 1913 while holding the office of chief of engineers of the Army.

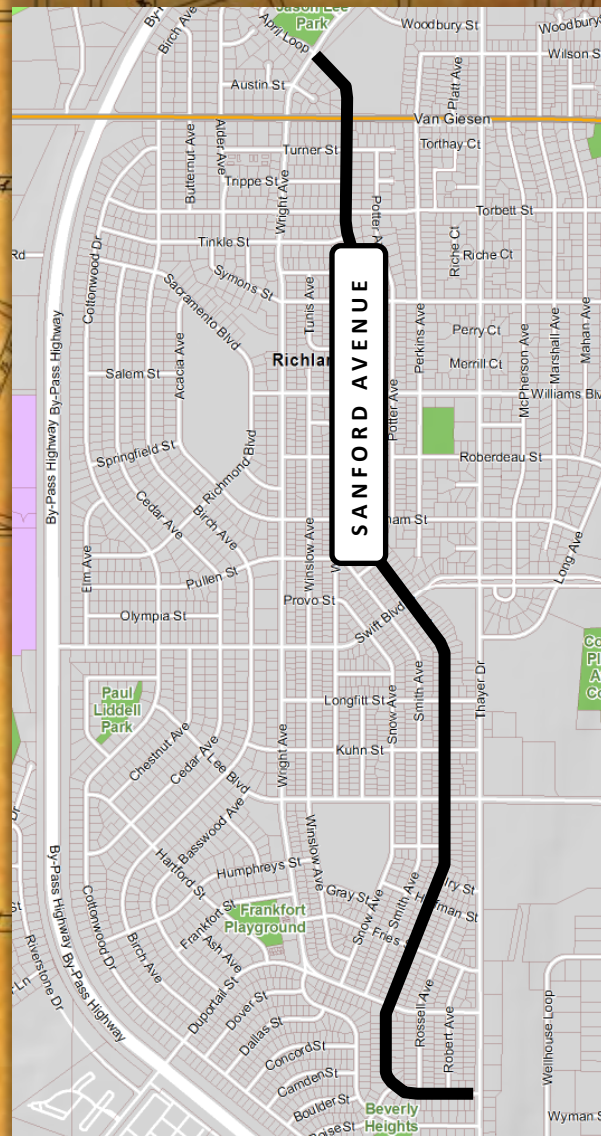


SANFORD AVENUE

JAMES CLARK SANFORD

BORN: 1859 – New York, New York
DIED: 1926

NO PICTURE



JAMES CLARK SANFORD Army engineer, graduated at West Point in 1914. Secretary of Missouri River Commission (1890-94); in charge of improvements on upper Missouri and Yellowstone Rivers (1896-98); in charge of Charleston, S.C., Engineer District (1900-03); in charge of Newport, R.I. Engineer District (1908). Member of Permanent International Commission of Navigational Congresses.

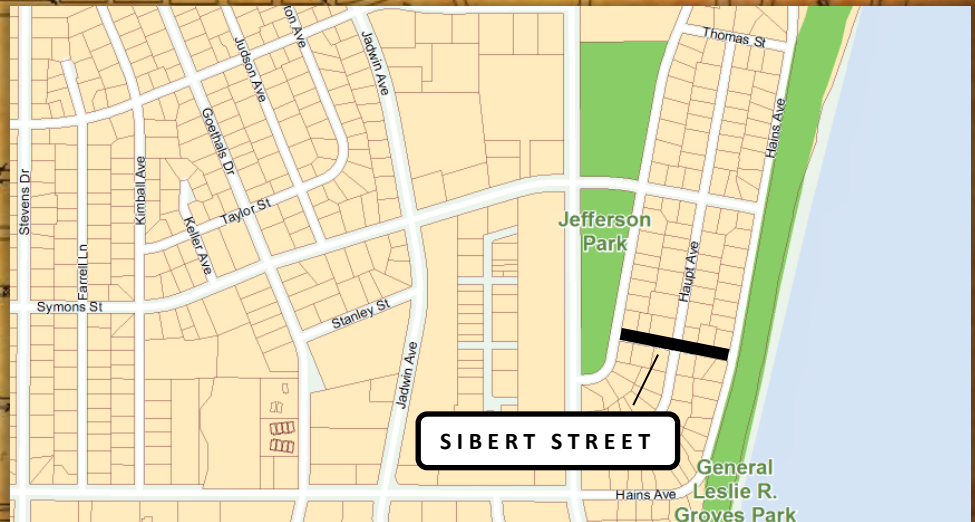


SIBERT STREET

WILLIAM LUTHER SIBERT

BORN: October 12, 1860 – Gadsden, Alabama

DIED: October 16, 1935 – Bowling Green, Kentucky



WILLIAM LUTHER SIBERT, an 1884 graduate of West Point, he was an engineer who built bridges in the Midwest; saw service in the Philippines and assisted in building the Panama Canal (for the latter he was promoted to brigadier general and given the Thanks of Congress on March 4, 1915). After commanding the 1st Division in France during World War I, he returned to the United States and served as Director of Chemical Warfare Service. He retired from the Army in 1920, and from 1923 to 1933 was manager of the Alabama State Docks Commission, which constructed the Ocean Terminal at Mobile. In 1928 Congress appointed him chairman of a board to investigate and report on the Boulder Dam Project.





SMITH AVENUE

GUSTAVUS WOODSON SMITH

BORN: November 30, 1821 – Georgetown, Kentucky
DIED: June 24, 1896 – New York, New York



GUSTAVUS WOODSON SMITH, more commonly known as G.W. Smith, was a career United States Army officer who fought in the Mexican War. A civil engineer and a major general in the Confederate States Army during the Civil War, he served as interim Secretary of War for the Confederacy and fought in the Battle of Seven Pines near Richmond, Virginia. He briefly took command of what would become "The Army of Northern Virginia" after Joseph Johnston was wounded. However, he suffered a nervous breakdown upon taking command and was quickly removed and replaced by Robert E. Lee.

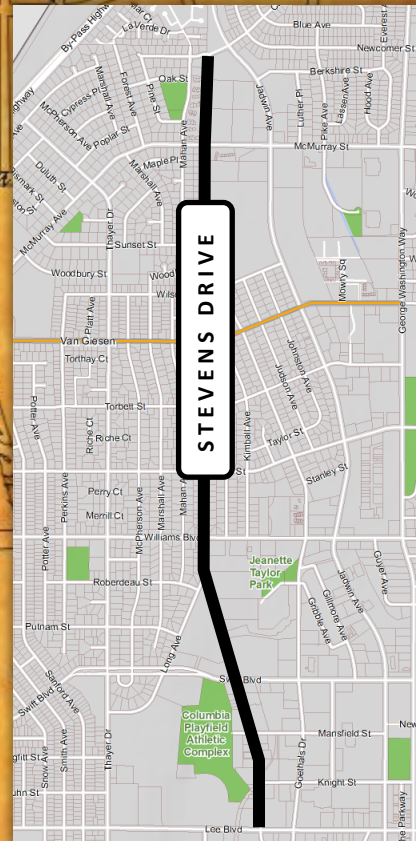




STEVENS DRIVE

ISAAC INGALLS STEVENS

BORN: March 25, 1818 – North Andover, Massachusetts
DIED: September 1, 1862 – Chantilly, Virginia



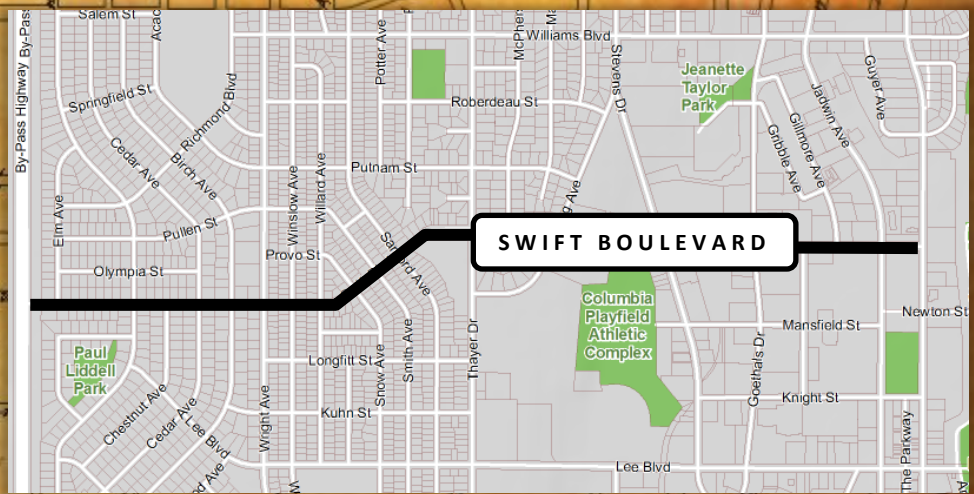
ISAAC INGALLS STEVENS was the first governor of Washington Territory, a United States Congressman, and a major general in the Union Army during the American Civil War until his death at the Battle of Chantilly. As a reward for being a firm supporter of Franklin Pierce's candidacy for President of the United States in 1852, Stevens was named governor of the newly-created Washington Territory and Superintendent of Indian Affairs. Stevens began his military career after graduating first in his class from the United States Military Academy in 1839. He was commissioned as an Officer in the Corps of Engineers, and spent several years constructing forts in New England. He served as adjutant for the Corps of Engineers during the Mexican-American War, and served during the battles of Cerro Gordo, Contreras, Churubusco, and during the Siege of Vera Cruz. He received a brevet promotion to Captain, and led troops during the Battle of Chapultepec, where he received a brevet promotion to Major. He fought during the Battle of Molino del Rey, and was severely wounded at the Battle of Mexico City. At the outbreak of the Civil War, Stevens was commissioned as a Colonel of the 79th New York, known as the "Highlanders." He was promoted to Brigadier General on September 28, 1861, and led troops during the Port Royal Expedition. He led a division during the Battle of Secessionville, but after suffering heavy casualties, was transferred to Virginia where he took command of the IX Corps, and led them during the Second Battle of Manassas. On September 1, 1862, Isaac Stevens was killed instantly while leading his men at the Battle of Chantilly. He was posthumously named a Major General on July 18, 1862.



SWIFT BOULEVARD

JOSEPH GARDNER SWIFT

BORN: December 31, 1783 – Nantucket, Massachusetts
DIED: July 23, 1865 – Geneva, New York



JOSEPH GARDNER SWIFT was appointed a cadet by President John Adams, and in 1802 became one of the first two graduates of the United States Military Academy. He was only 28 years old when appointed colonel, chief engineer, and superintendent of the Military Academy in 1812. As chief engineer of the Northern Army, he distinguished himself at the Battle of Chrysler's Farm on November 11, 1813. After completing defensive works in New York, Swift was voted "Benefactor to the City" by the corporation in 1814. He helped to rebuild the burned capital in Washington. He also reorganized the academic staff and planned new buildings at the Military Academy. He resigned from the Army on November 12, 1818, and was appointed Surveyor of the Port of New York. He held that customs post until 1827. Swift was also one of the founders of the first New York Philharmonic Society in 1823. As chief engineer for various railroads, he laid the first "T" rail. From 1829 to 1845 Swift worked for the Corps of Engineers as a civilian, improving two harbors on Lake Ontario.



SYMONS STREET

THOMAS WILLIAM SYMONS

BORN: February 7, 1849 – Keeseville, New York
DIED: November 23, 1920 – Washington, DC



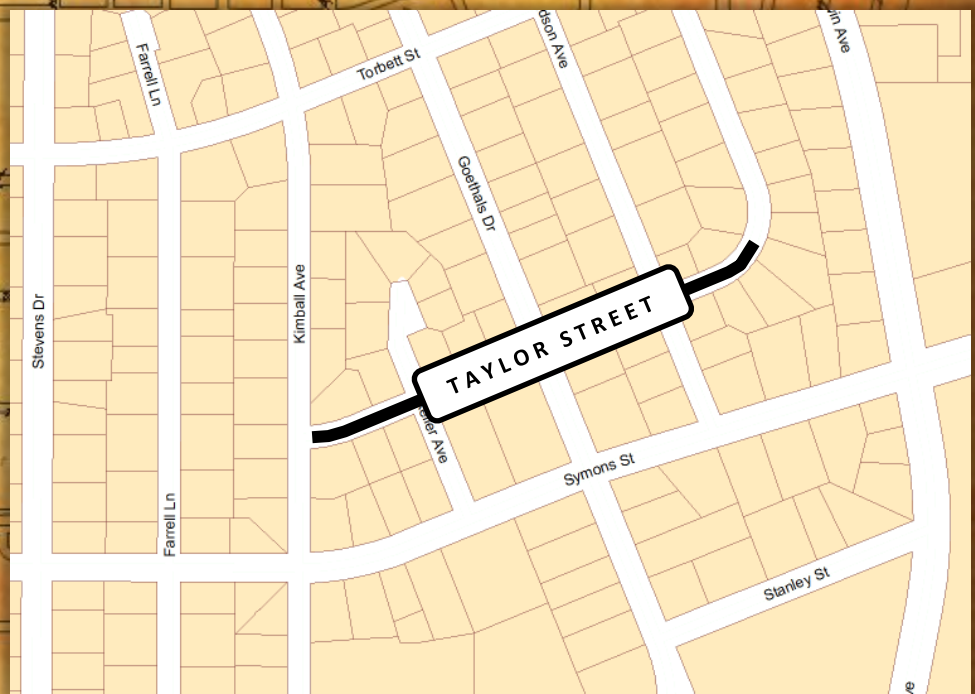
THOMAS WILLIAM SYMONS graduated from the United States Military Academy at West Point at the top of the Class of 1874. He was promoted to second lieutenant, Corps of Engineers. In 1879, Symons was appointed engineer officer of the Department of the Columbia, and was promoted to captain in 1880, and placed in charge of studying the area referred to as the “Inland Empire of the Pacific Northwest,” focusing on the upper Columbia River and its tributaries. Much of the upper Columbia study was conducted in a small boat carrying Symons, two soldiers, and several Indians. His report provided details of the region’s geology and history, a review so thorough, it was published as a congressional document. Combined with his earlier surveys of Oregon, it made Symons the government’s number one man in the Northwest. Besides exploring and mapping the Northwest, he chose locations for new army outposts, built roads, and carried out military duties. He also became a prominent citizen of Spokane, purchasing land from the Northern Pacific Railroad and erecting the Symons Building, a brick structure containing commercial outlets and housing units. Symons’ proven abilities led to a number of important assignments. In 1882, he was placed on the Mississippi River Commission, taking charge of improvements on the waterway. In 1883, the Secretary of State asked Symons to lead the United States side of the joint boundary commission redefining the border with Mexico. For his efforts, Symons received formal thanks from the State Department. He was then sent to Washington, D.C., where he worked for six years on city projects, principally the water supply, sewage system, and pavements. He also developed complete plans for a memorial bridge (honoring Lincoln and Grant) connecting Washington to Arlington, Virginia. Symons returned to the Northwest where he was based in Portland and given charge of developing river and harbor facilities in Idaho, Montana, Oregon, and Washington. He did primary engineering work on canals, including one in Seattle that remains a principal feature of the city, and planned the tideland areas for Ballard, Seattle, and Tacoma harbors. On the Pacific coast, Symons’ work on the world-renowned jetty works at the mouth of the Columbia River was featured in *Scientific American* magazine. He also provided the War Department with surveys and estimates for harbor construction at Everett, Washington.



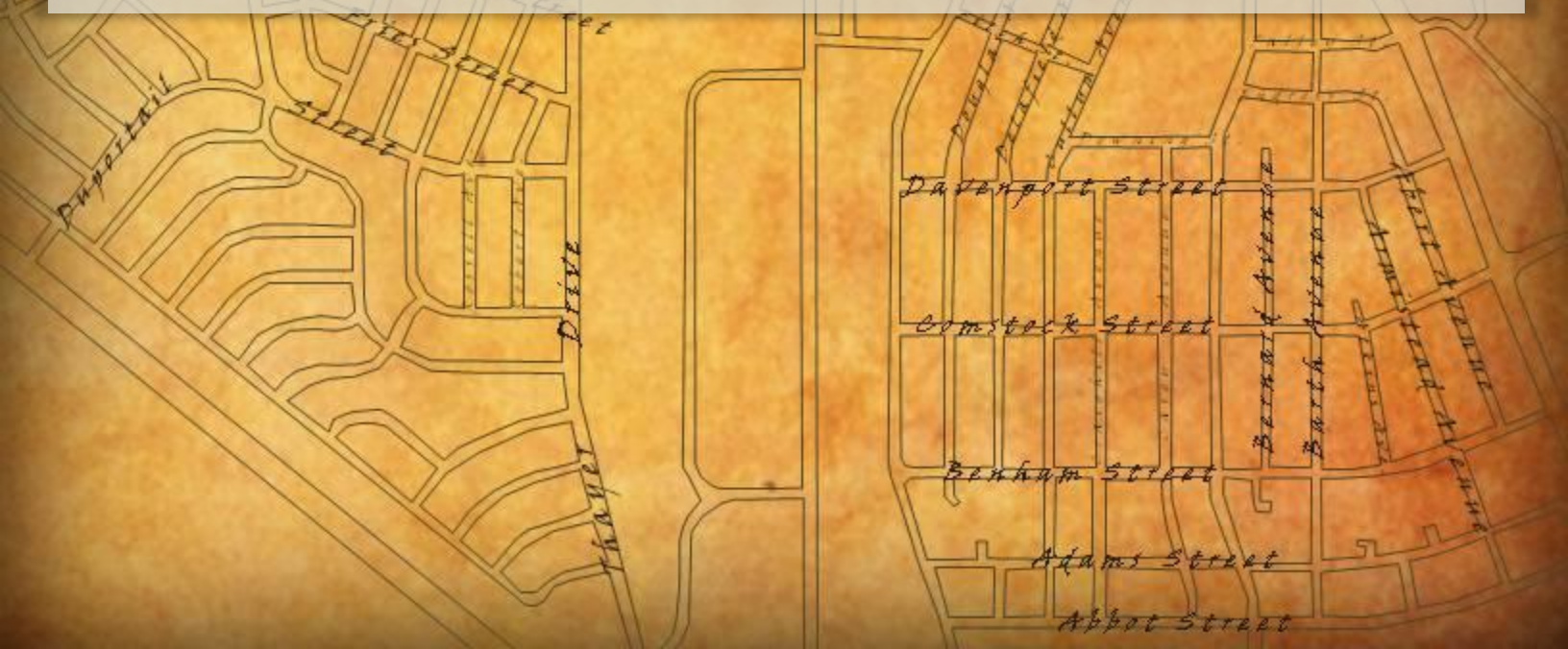
TAYLOR STREET

HARRY TAYLOR

BORN: June 26, 1862 – Tilton, New Hampshire
DIED: January 27, 1930 – Washington, DC



HARRY TAYLOR graduated from the United States Military Academy in 1884 and was commissioned in the Corps of Engineers. After serving in engineer offices in Wilmington, North Carolina, and New York City, Taylor served from 1891 to 1900 on fortifications and rivers and harbors construction work in Oregon and Washington. After being transferred to the Philippines, he supervised all fortification work in 1904-05. During World War I he served as chief engineer, American Expeditionary Forces in France (mid-1917 to mid-1918), and received the Distinguished Service Medal. He then served for six years as assistant chief of engineers, before assuming the top office in the Corps. He was a member of the French Legion of Honor.





THAYER DRIVE

SYLVANUS THAYER

BORN: June 9, 1785 – Braintree, Massachusetts

DIED: September 7, 1872 – Braintree, Massachusetts



SYLVANUS THAYER entered Dartmouth College in 1803 but left in 1807 to attend the United States Military Academy at West Point. He graduated in 1808, was commissioned in the Corps of Engineers, and served in the War of 1812. In 1815 he was breveted a major and ordered to study European methods of educating military engineers so that he might help rescue West Point from incipient decay. After a year at the French *École Polytechnique*, studying the curriculum and gathering a library, Thayer became superintendent at West Point in 1817. He accomplished sweeping reforms, setting new standards for admission, establishing minimum levels of academic proficiency, and creating a system to measure cadet progress. Thayer established a board of visitors to inspect the academy annually to recommend adjustments in curriculum. He also established an academic board of faculty and administrators to develop academic policy. Because West Point was required to provide professional officers for the Army, military subjects dominated the program. But Thayer also believed that the arts and sciences were important, as he wanted graduates to discharge the civilian offices of life with distinction. Courses in English and French, the natural and social sciences, mathematics, and ethics became staples. Refinements increased the civilian applications of West Point's curriculum. By 1831 the military engineering course was designated "civil engineering" and had lost most of its military overtones, encompassing the construction of "buildings and arches, canals, bridges, and other public works." Suspicion that the academy was an incubator of a military aristocracy led to tensions between Thayer and President Andrew Jackson's administration. Thayer was reassigned in 1833 as a colonel to supervise the construction of fortifications and harbor improvements in Massachusetts and Maine. Thayer retired in 1863 as a brigadier general. In 1867 he endowed the Thayer School of Engineering at Dartmouth and spent his last years arranging its curriculum. His will established the Thayer Academy.

TOTTEN AVENUE

JOSEPH GILBERT TOTTEN

BORN: April 22, 1784 – New Haven, Connecticut
DIED: April 22, 1864 – Washington, DC



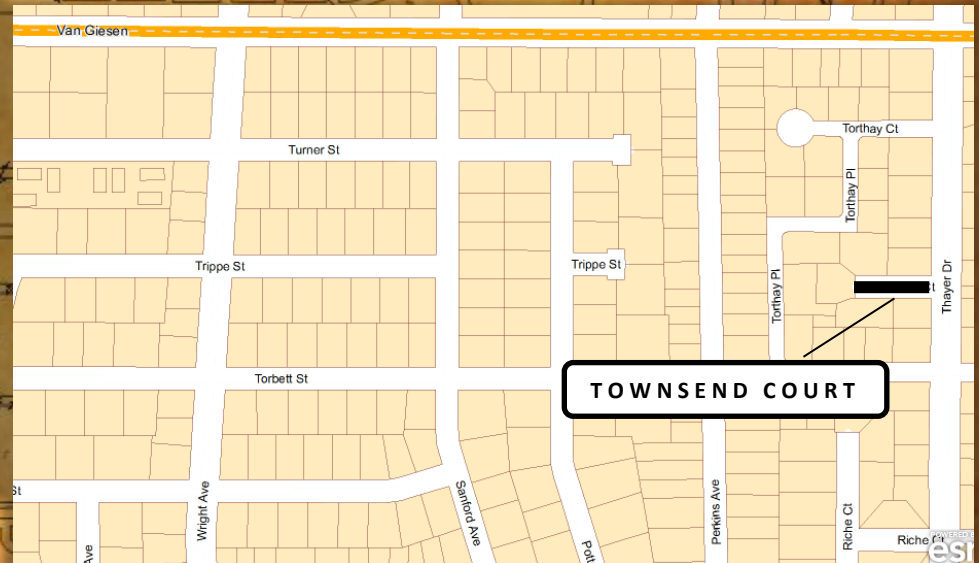
JOSEPH GILBERT TOTTEN entered the United States Military Academy in 1802. He was commissioned a second lieutenant, Corps of Engineers, on July 1, 1805. He was engaged in the construction of Castle William and Fort Clinton in New York harbor, 1808-1812, and promoted to first lieutenant in July 1810. With the outbreak of the War of 1812 he advanced to captain in July 1812, served as chief engineer of the Army on the Niagara frontier, winning a brevet promotion to major in June 1813 and lieutenant colonel in September 1814 for his distinguished service at Queenstown and the Battle of Plattsburgh. He advanced to full major in 1818 and to full lieutenant colonel in 1828. With his promotion to full colonel in December 1838, Joseph Totten became chief engineer of the Army and chief inspector at West Point. In the Mexican War he operated as Winfield Scott's chief engineer during the siege of Vera Cruz and was brevetted brigadier general, U.S. Army, for gallant and meritorious conduct on March 29, 1847. During the years before the Civil War, Totten was a prominent contributor to a number of areas of scientific advancement, including the lighting of the navigational hazards of the eastern seaboard, the investigation of the effect of the firing of newly perfected heavy ordnance, and the study of harbors and defenses in New York, Boston, and San Francisco. Totten was a founding regent of the Smithsonian Institution in 1846, a founding Incorporator of the National Academy of Science in 1863, and a member of many scientific associations.

TOWNSEND COURT

CURTIS McDONALD TOWNSEND

BORN: 1856, Brooklyn - New York
DIED: 1941

NO PICTURE



CURTIS McDONALD TOWNSEND graduated at West Point in 1879, and served on various river and harbor assignments on improvements. As chief engineer of Philippine Division, he commanded the 12th Engineers serving with the 3rd British Army; and later as Purchasing Agent for A.E.F., President of Mississippi River Commission, and Division Engineer of Western Division. Awarded French Legion of Honor. Retired 1920. Reassigned duty in 1924. In charge of improvements at mouth of Mississippi River and division engineer of Southwest division. Retired 1926.





WARREN COURT

GOUVERNEUR KEMBLE WARREN

BORN: January 8, 1830 – Cold Spring, New York
DIED: August 8, 1882 – Newport, Rhode Island



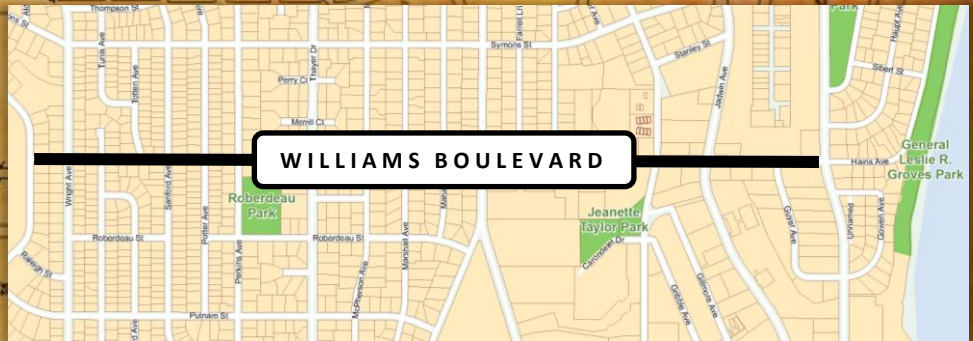
GOUVERNEUR KEMBLE WARREN graduated from the United States Military Academy in 1850, commissioned a second lieutenant in the Corps of Topographical Engineers. At the start of the Civil War he received a commission as a lieutenant colonel of Volunteers in the 5th New York Infantry Regiment, and later was promoted to colonel and regimental commander. He commanded a brigade (3d Brigade, 2d Division, V Corps) at the Battle of Yorktown and was wounded in the knee at the Battle of Gaines' Mill. At the Battle of Malvern Hill his brigade stopped the attack of a Confederate division. Promoted to brigadier general in September 1862, he served as chief topographical engineer and then chief engineer, Army of the Potomac. On the second day of the Battle of Gettysburg, Warren initiated the defense of Little Round Top, recognizing the importance of the undefended position and directing, on his own initiative, the brigade of Colonel Strong Vincent to occupy it just minutes before it was attacked. Warren suffered a minor neck wound during the Confederate assault. Promoted to major general after Gettysburg, he commanded II Corps from August 1863 until March 1864, when he assumed command of V Corps. He led the V Corps through the Overland Campaign, the Siege of Petersburg, and the Appomattox Campaign. At the Battle of Five Forks in 1865, Major General Philip Sheridan relieved him of command for what was perceived as a failure to advance in a timely manner. A court of inquiry later cleared him of any wrongdoing, but this exoneration occurred after Warren's death. Warren served in the Corps of Engineers after the war, with assignments along the Mississippi River.



WILLIAMS BOULEVARD

JONATHAN WILLIAMS

BORN: May 20, 1751 – Boston, Massachusetts
DIED: May 16, 1815 – Philadelphia, Pennsylvania



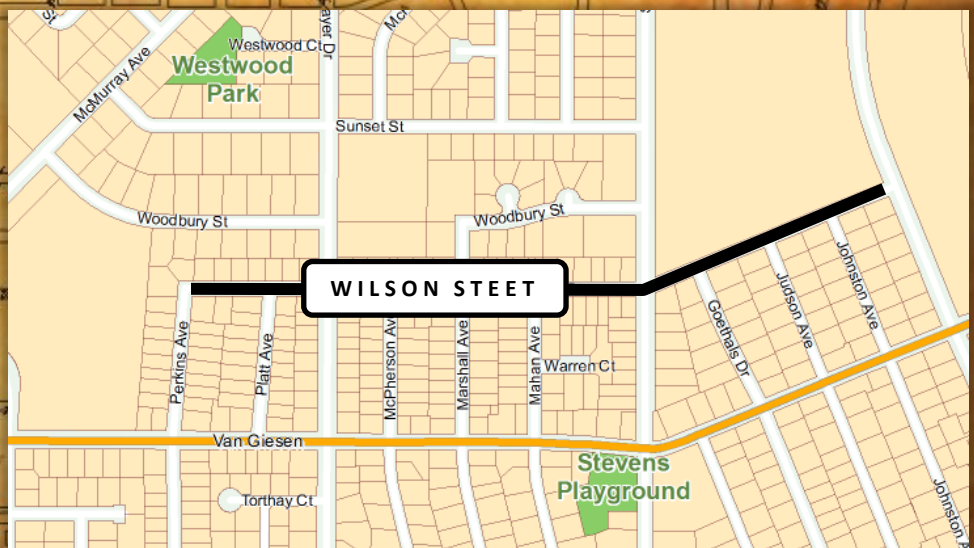
JONATHAN WILLIAMS, a highly educated soldier and engineer, was a member of the Army Corps of Engineers who surveyed the area of Brooklyn which was later named for him as Williamsburg. He was the first commander and later superintendent of West Point, the United States Military Academy. He planned and built most of the forts in New York Harbor and on Governors Island, including Fort Columbus, Fort Clinton (now Castle Garden) and Castle Williams. He was later considered the “Father of the Corps of Engineers.” Williams was elected to Congress from Philadelphia in 1814, but died before taking his seat.



WILSON STREET

JAMES HARRISON WILSON

BORN: September 2, 1837 - Shawneetown, Illinois
DIED: February 23, 1925 - Wilmington, Delaware



JAMES HARRISON WILSON briefly attended McKendree College before enrolling at the United States Military Academy in 1855. He graduated seventh in his class in 1860 and became a second lieutenant of topographical engineers. Wilson spent nearly a year at Fort Vancouver, Washington Territory, before the outbreak of the Civil War in April 1861 necessitated his transfer back east. Wilson served as volunteer aide-de-camp to General George B. McClellan, and accompanied him throughout the Peninsula and Antietam campaigns of 1862. For good conduct, he rose to lieutenant colonel of volunteers and joined General Ulysses S. Grant's staff as his chief engineer in November 1862. He later functioned as inspector general of the Army of the Tennessee and played a conspicuous role at the capture of Vicksburg in July 1863. He was promoted again to brigadier general of volunteers that October, and the following month Wilson distinguished himself in both the Chattanooga campaign and the relief expedition to Knoxville. Grant then recommended him for the post of chief of the Cavalry Bureau in the War Department, and he assumed that office by January 1864. After the war, Wilson left the volunteer service to become lieutenant colonel of the 35th U.S. Infantry in July 1866. He performed engineering duty along the Mississippi River before resigning in December 1870 to pursue railroad construction. Wilson settled in Wilmington, Delaware, in 1883 as a civilian, but when the Spanish-American War commenced in 1898, he returned to the service as a major general of volunteers. That July, Wilson commanded a division in General Nelson A. Miles's Puerto Rico campaign, but saw no fighting and ended the war performing occupation duty in Cuba. In 1900, Wilson was reduced to the rank of brigadier general of volunteers and sent to China to help suppress the Boxer Rebellion. He became second-in-command of the Peking relief expedition under General Adna R. Chaffee Sr., but he saw little fighting. Wilson then led a joint Anglo-American punitive expedition against Patachow, the famous city of eight temples, but refused to burn the Buddhist pagodas in retribution for Boxer attacks. Through a special act of Congress in February 1901, Wilson retired with the rank of brigadier general of regulars. He represented President Theodore Roosevelt at the coronation of King Edward VII in England in 1902 and by March 1915 had advanced to major general on the retirement list.

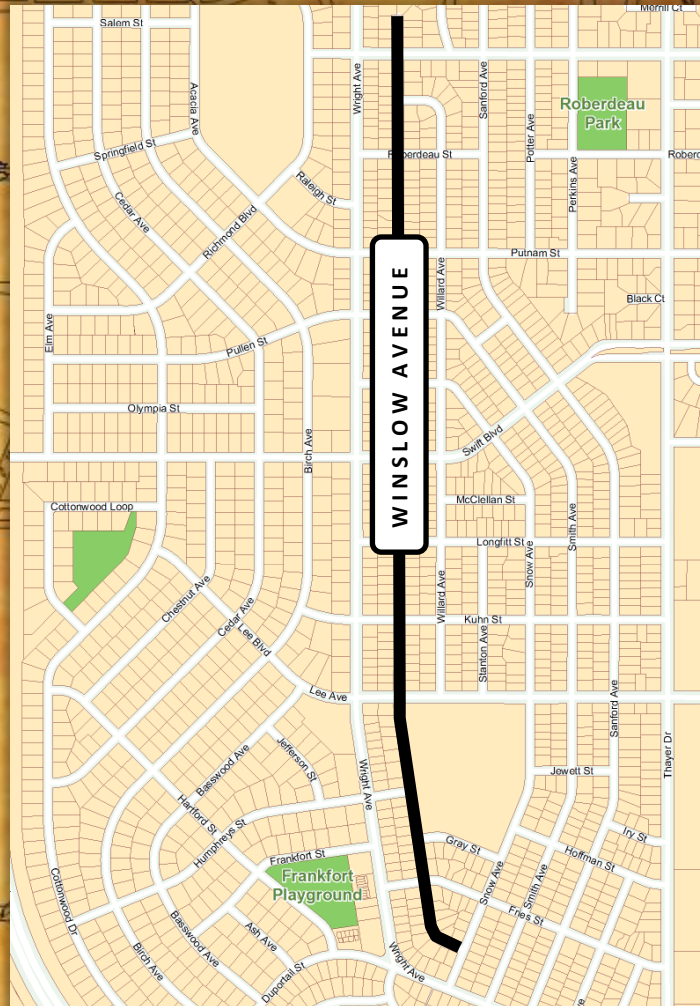
WINSLOW AVENUE

EBEN EVELETH WINSLOW

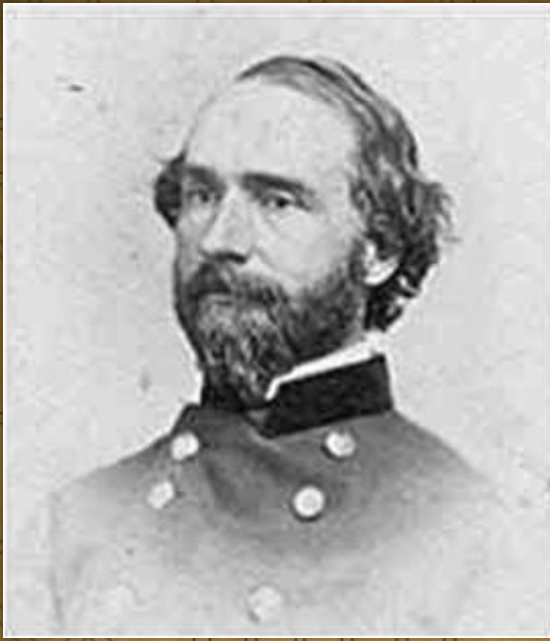
BORN: 1866, Washington, DC

DIED: June 29, 1928, Raleigh, Tennessee

NO PICTURE



EBEN EVELETH WINSLOW, a military engineer who graduated from the West Point Military Academy in 1889, designed and superintended construction of the fortifications at Honolulu and the Panama Canal. He served as a captain in the Spanish American War and reorganized the Engineering Corps during World War I, for which he was awarded the Distinguished Service Medal. He retired in 1922.



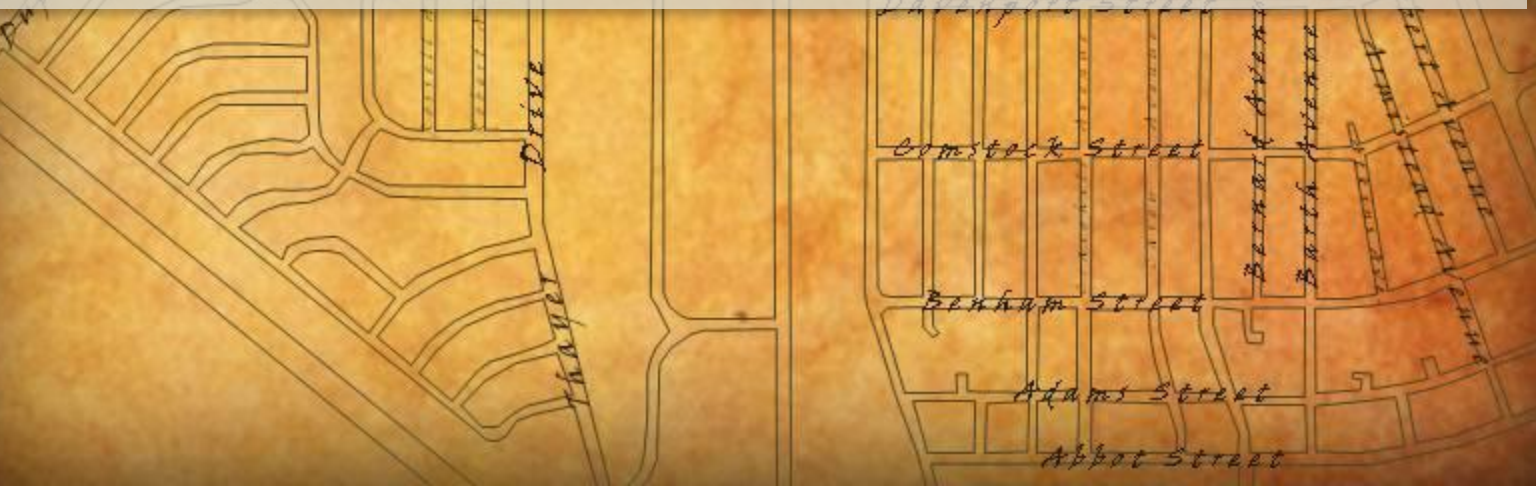
WOODBURY STREET

DANIEL PHINEAS WOODBURY

BORN: December 16, 1812 – New London, New Hampshire
DIED: August 15, 1864 – Key West, Florida



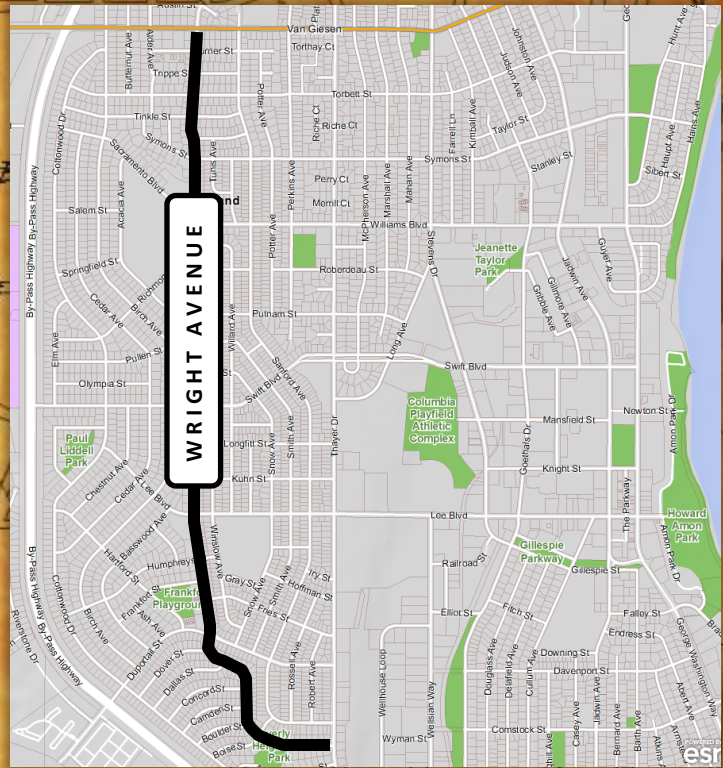
DANIEL PHINEAS WOODBURY was an American soldier and an engineer during the Civil War. Graduating from West Point in 1836, he entered the artillery as a second lieutenant, and until 1840 served as assistant engineer in building the Cumberland Road. He superintended the construction of Forts Kearney and Laramie (1847–50). In 1861 he was appointed to major of engineers and lieutenant colonel on the staff. He fought at the First Battle of Bull Run. He then commanded the Engineer Brigade during the Peninsula Campaign and the Northern Virginia Campaign, as well as during the Battle of Antietam. At Fredericksburg, he earned the brevet of brigadier general in the regular army for his efforts in supervising the construction of several pontoon bridges across the Rappahannock River. From December 1862 to March 1863, he participated in the Rappahannock campaign. Later in 1863, he was commandant of the district of Key West and the Tortugas, where he died of yellow fever.



WRIGHT AVENUE

HORATIO GOUVERNEUR WRIGHT

BORN: March 6, 1820 – Clinton, Connecticut
DIED: July 12, 1899 – Washington, DC



HORATIO GOUVERNEUR WRIGHT began his military career after graduating second from a class of fifty-two from the United States Military Academy in 1841. At the outbreak of the Civil War, Wright first took part in the evacuation and destruction of the Norfolk Navy Yard on April 20, 1861, before it could fall into Confederate hands. He began work on fortifications around Washington D.C., before being assigned as chief engineer to the division of Samuel P. Heintzelman. In February of 1862, he led troops against Confederate forces along the Florida coast, and in June led a division under Henry W. Benham during the battle of Secessionville. He was moved to the Department of the Ohio, and took part in forcing Confederate General Braxton Bragg out of Kentucky. In May of 1863, Wright was given a command of a division in the VI Corps under General John Sedgwick. He led the division through the Battles of Gettysburg and Rappahannock Bridge, as well as during the Mine Run Campaign. In May of 1864, he led his division through the Battle of the Wilderness, and following the death of Sedgwick at the Battle of Spotsylvania Courthouse, was given command of the entire corps until the end of the campaign. He led his corps through the Battle of Cold Harbor, and during the Valley Campaign of 1864. Wright and his corps were sent to Washington, D.C. to help prevent Confederate General Jubal Early from attacking the capital. Wright participated in the Battle of Fort Stevens, and directed the Union Army at the Battle of Cedar Creek before Union General Philip Sheridan arrived and took over. At the Battle of Petersburg, Wright and the VI Corps were some of the first Union soldiers to breakthrough Confederate lines, and the corps went on to defeat Confederate forces during the Battle of Saylor's Creek on April 6, 1865. After the war, Wright continued his service with the United States military, and took part in engineering projects such as the completion of the Washington Monument and the construction of the Brooklyn Bridge.

**Corps of Engineer officers for whom *FORMER* Streets were named by the
Manhattan Engineering District but no biography could be found:**

Lieutenant Colonel Charles W. Burlin

Second Lieutenant Rudolph Green

First Lieutenant Robert P. Pierpont

Lieutenant Colonel Harry R. Kadlec

Colonel Roy M. McCutchen

Colonel Richard R. Arnold

Colonel Joseph W. Cox, Jr.

Major Paul D. Duke

Brigadier General Creswell Garlington

Lieutenant Colonel Clayton S. Gates

Brigadier General Stuart C. Godfrey

Lieutenant Colonel James V. Hagan

Colonel Francis C. Harrington

First Lieutenant John W. Huling

Colonel Augustine P. Little, Jr.

Major Robert B. Lothrop

Colonel Albert K. B. Lyman

Captain Thomas H. Martin, Jr.

Captain John E. Presnell, Jr.

Colonel Charles W. Stewart

Captain Richard M. Strong

**Corps of Engineer officers for whom *EXISTING* Streets were named by
the Manhattan Engineering District but no biography could be found:**

First Lieutenant John P. Bradley

Brigadier General Donald A. Davison

Major William A. Gay

Second Lieutenant Paul R. Gowen

First Lieutenant Russell S. Gribble

Lieutenant Colonel Robert G. Guyer

Colonel Gilbert B. Hall

Captain Charles D. Harris

Colonel Harold S. Hetrick

Colonel Harry F. Hodges

Major Stanley J. Horn

Colonel George P. Howell

Brigadier General Richard L. Hoxie

Lieutenant Colonel Henry W. Hurley

Brigadier General James F. C. Hyde

Colonel Carl R. Jones

Captain Ernest C. Lacy, Jr.

Second Lieutenant John M. McMurray

Colonel David A. Newcomer

Captain Thomas A. Norwood

Colonel James W. Park

Lieutenant Colonel Frederick G. Saint

Major Campbell H. Snyder

Colonel Daniel S. Spengler

Captain Paul L. Sprout

Colonel Thomas H. Stanley

First Lieutenant Otto S. Tinkle

Lieutenant Colonel Harry M. Trippe

Colonel Albert E. Waldron

Second Lieutenant William M. Walker, Jr.

Captain Willie G. Whitten

Captain Stairs C. Wordrop

**List of Richland Streets named after Corps of Engineer officers
by the Manhattan Engineering District for whom no background
could be found:**

Existing Streets

Atkins Avenue
Davenport Street
Downing Street
Endress Street
Falley Street
Fitch Street
Gaillard Place
Iry Street
Jewett Street
Johnston Avenue
Kimball Avenue
Longfitt Street
Perkins Avenue
Perry Court
Platt Avenue
Snow Avenue
Stanton Avenue
Thomas Street
Thompson Street
Torbett Street
Tunis Avenue
Van Giesen Street
Willard Avenue

Former Streets

Caples Street
Guthrie Avenue
Lockwood Street
Young Street

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Henry Martyn Adams: <http://query.nytimes.com/gst/abstract.html?res=F60A1FFC3F5C15738DDDAA0894DA415B898CF1D3>

Walker Keith Armistead: <http://mlloyd.org/gen/macomb/text/coe.htm>

Charles H. Barth: <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=12036>

Henry Washington Benham: <http://library.uta.edu/findingAids/AR388.jspm>

Baron Simon Bernard: http://www.raremaps.com/gallery/archivedetail/23931/Map_of_the_country_between_Washington_and_Pittsburg_referring_to_the/United%20States%20War%20Dept.html

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Thomas Lincoln Casey, Sr.: *Wikipedia*

Cyrus Ballou Comstock: <http://www.famousamericans.net/cyrusballoucomstock/>

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