

Railroad

Northern Pacific.

Few notes on dates regarding Northern Pacific from files
of Washington Farmer, 1884-85.

Chartered July 2, 1864.

Went 80 miles wide, equivalent to 74,000 square miles, 42,360,000
acres equivalent to six New England states and New Jersey, given
in grants.

Connected with Oregon Navigation and Railway Co. at Wallula
Junction, Sept. 9, 1883.

Track reached old Yakima, December 17, 1884 (no story about
celebrating arrival of the railroad.)

.. "and today, (Christmas) last rail laid to New Yakima."

85 miles from Ainsworth.

Duluth to Yakima entire route.

First dirt turned at Duluth, February 15, 1878, near Thompson
Junction...

Railroad-Yakima City

The Goldendale Sentinel says -- "The first great mistake of the citizens of Yakima was in advancing the price of building lots to more than they were worth in the belief that the railroad was going to make them a large city and they would get rich from

the sale of their lots, thus keeping out purchasers and driving men away from locating among them who would otherwise have come and made their town so rich and large that the railroad company would not have dared to attempt their destruction," January 1885.

Yakima Valley 1867

Lake Kitchelas, W.T., Sept. 8, 1867

I am writing this letter on the banks of Lake Kitchelas, just 80½ miles from Puget Sound at Seattle. The scenery, the men and the scientific ~~instruments~~ ^{of} implements I see around me are the most ominous character, and cause my mind to jump the next 5 years, and dealing with imagination as fact, I see on the sign in large letters over the wagon which is being constructed within a few feet of me the words "Look Out for the Engine When the Bell Rings." I hear "All Aboard - Lake Kitchela Station" from the mouth of our gentlemanly conductor, and "Here's the New York Herald, Times and Tribune, only 6 days from New York," lustily announced by some juvenile newspaper monger. You may imagine, reader, who and what I see around me. Yonder, leaning against a great pine, which has for centuries swayed to and fro, and through whose branches the wind has howled mournfully for as many years, is Mr. Jared S. Hurd, with pencil in hand, calculating the altitude of his last day's survey; in another direction stands compass and tripod; here is one sharpening stakes; and beside the fire is a group laying wagers as to how high above the waters of the Sound they have been that day. They are a surveying party in the employ of the Northern Pacific Railroad company. I begin now to see the fulfillment of my prophecies about the great transcontinental road, which in connection with the ocean route to China and Japan shall in an almost incredible short space of time build up a city on the Sound that will rival and eclipse the Golden City of ~~California~~ California...

It will be expected that something should be said about the comparatively unknown valley of the Yakima...

We struck the main Yakima valley about 35 miles distant from Umatilla. The portion lying nearest the hills, for its entire length,

is covered with sagebrush and for the first eight miles the same extends close to the river. The soil however is rich and if irrigated would rapidly give way to a more serviceable growth. Three miles above the ferry (Allen's) commenced good land covered with a heavy growth of grass and I regret to state that at this point, on the south side of the river, also commences the Simcoe Indian reservation. It follows the Yakima to its junction with the Itanum, thence up the southwest bank of the Itanum... By what rule of right the best portion of land of a country, in which good land is scarce, is devoted to a race who neither live upon, hunt upon or cultivates is beyond my comprehension...

At the western end of the valley the river bends a little to the northward, and passes through a canyon about two miles in length. Then comes Thorp's valley, obtaining its name from Major Thorp, who has resided there for 6 years...

Leaving Thorp's valley the river passed through another canyon and again we find ourselves in another valley, about 5 miles long and nearly the same in width...

The river at its entrance to the last valley makes a bend to the northeast and passing for many miles ~~to the northeast and passing for~~ through a series of high bald hills turns again to the northwest and enters the Kitatash valley... I found no sagebrush on it. It is as fine a grazing country as I ever beheld... The Indians raise good ~~wheat~~ wheat, corn and potatoes and as soon as a market is provided it will, undoubtedly, be thickly settled...

Itanum -- This river is about 100 feet wide. All along its banks are found dense groves of timber and these in turn skirted by some of the best land out of doors. There are about 5 or 6 families located on

the north side and room for 50 more...

While I was in the valley 8 settlers arrived, some with families and a large quantity of stock. Some Germans are examining ^{this} ~~the~~ valley with the intention of cultivating the grape.x

I stopped at the house of Major Thorp...He numbers his horses and cattle by hundreds...Although shut out from society he has not forgotten that there is a world on the outside. He patronizes liberally the leading newspapers, and has a large and selected library...

The Seattle road through the Snoqualmie pass is being pushed rapidly towards completion, but I am of the opinion another appropriation will be required before it reaches open country. Messrs. Manchester & Co....have cut out and opened the road to the summit...The trail is now in a fair traveling condition.

Expressman Parsons will make a trip from Umatilla to the Sound in a few weeks and if business will justify will continue to make tri-weekly trips during the winter.

-- Intelligencer (Seattle) Oct. 7, 1867
from Columbia Press

Name of writer not stated in Intelligencer

(Article also includes a ~~like~~ lengthy itinerary of travel from Umatilla through the Yakima valley to Lake Kitchelas.)

Railways

A Railroad Center; North Yakima is Destined to be the Inland Metropolis. Irrefutable Facts Leading to This conclusion--Economic Grades through the Mountain passes.

Topographically speaking, North Yakima is the best located in the Territory for a railroad point. It commands all the passes from the Yakima river to the Sound. A glance at the map of the Territory will show that the Yakima river empties into the Columbia in Township 9, north of range 29 east and has its source some one hundred and fifty miles to the northwest in the very heart of the Cascade mountains. All its main tributaries come from the west, to wit: Natchez, Ahtanum and Topnish, all of which head well up on the summit of the Cascades and have easy grades to their sources.

North Yakima is situated between the largest two of these tributaries ie., the Natchez and Ahtanum; one mile from the mouth of the one and four miles from the mouth of the other.

The Natchez pass is 28 miles shorter from the Yakima river to the Sound than any other pass ever surveyed; it has a narrower river to bridge and easier grade to run than any on other surveys to the Sound. The surveys made by the Northern Pacific railroad will substantiate these facts. This pass was the most favorably recommended by the Northern Pacific engineers and would have been adopted had not the question of land controlled. The larger double S crook made the more land the company got.

Some twenty miles from North Yakima the Tietan river empties into the Natchees from a southwestern direction. The south fork of the Tietan can be followed by an economic railroad grade to the summit of the Cascades and once on the summit the choice of routes is offered to descend on the west side, either by the Cowlitz river or down Lewis river. Bumpin river, another branch of the Natchees has its

source in the same pass with one of the main heads of the Cowlitz river.

By the Ahtanum river North Yakima commands the Lewis river pass and probably a pass by the south fork of the Cowlitz, this later however is not certain.

The topnish is ~~and the Columbia~~ not feasible for a railroad for the reason that the Klickitat river lying west of its source flows south at nearly right angles to the flow of the Topnish.

Beyond question then, North Yakima controls all of the passes by the Natcheez and Ahtanum rivers and their numerous tributaries. But that is not all. A railroad from any point on the Columbia river to the Sound cannot run through or across the Yakima valley without passing through North Yakima. Two facts demonstrate this. First, there is no place north of Yakima where a railroad can cross the divide between the Columbia and Yakima rivers; and second, North Yakima commands all the passes to the Sound as before stated.

The Yakima river is about 150 miles long and its western source in Lake Keechelus, is about 54 miles from the Columbia river. For nearly half the length of the Yakima river the two rivers run nearly parallel. The divide then, or spur between these two rivers, is long and narrow: the highest point of it is called the Peshastin mountains and the whole divide is but a spur of the Cascade mountains. From actual surveys across this divide, of which there have been many, the least grade obtained north of North Yakima is 280 feet to the mile, and is not a practicable grade for a railroad. This shuts off all chance of a railroad into the valley north of this point.

From North Yakima there are two routes to the Columbia river-- first down the Yakima river ninety miles as the Northern Pacific railroad now runs, and second, directly eastward through the Moxee pass thirty-four miles to the Columbia river, reaching the river at the foot of Priest rapids, the head of steamboat navigation. This is a

perfectly practicable route from an economic grade standpoint.

Thus by again consulting the map it will be seen in connection with these facts that North Yakima commands every railroad pass for half the length of the territory, north and south.

Q.E.D.-North Yakima is the best located city for a railroad point in the territory--Yakima Herald, Thursday, February 7, 1889.

Snow Blockade
Railroad

For twenty two days the Oregon Railway & Navigation Company's lines along the Columbia have been blocked.

Thousands of men have been employed shoveling snow and earth avalanches that slid from the mountains.

On Wednesday the track was cleared by the Chinook the Farmer prayed for last issue.

Tracklaying on the railway near Yakima was suspended in order that the force might assist in raising the blockade.

The Government Commissioners De Witt Clinton Wheeler of New York, R. B. Langdon of Minneapolis and Alex McDonald of New York appointed by President Arthur to examine the remnants of the track to Yakima left Portland en route here and were among those blockaded.

Paul Schulze land commissioner and J. H. McNaught, attorney of the NP rr started from here to meet and commissioners and were blockaded.

Hundreds of other passengers were in the same fix and Indians were paid \$10 per day to pack provisions to them on snow shoes.

The sheep that are on one blockaded train were purchased from Messrs L. O'Brien and J. C. Daily of Klickitat and were being taken to Portland. There was one car load of cattle and one of hogs. The hogs died, the cattle were dumped into the brush to rouse and the sheep were all butchered, two carloads, upon which the passengers were partially subsisting.

So many wrecks were made that the NP had but one available locomotive left.

Over three thousand men were employed in raising the railroad blockade, working under great disadvantage for three weeks.

The Washington Farmer, January 10, 1885.

Saloons on R.R. Land

All saloons on both sides of the Cascade mountains on the line of the Northern Pacific railroad and on government land have been served with notices to quit~~m~~ business, says the Kittitas Localizer. The saloons at the east end of the tunnel are not on government land. The order was not made against them.

-- Portland Oregonian, Oct. 25, 1887

Railroads

The receipts for freight coming over the Northern Pacific railroad for October were \$325,000, more than four times the amount for the corresponding month last year. The total freight receipts of the road for the month were about \$3,000,000--Yakima Herald , November 7, 1889.

Railroads

The American Express company, probably the largest doing business in the United States is to establish an office in North Yakima and be ready for business with the opening of the transportation work of the North Coast railway.

An agent of the company has already been here and made the necessary preliminary arrangements and when he left expected that the office would be opened about March 20-Yakima Herald, March 8, 1911.

a railway in here from the south and the Milwaukee was building east of here. Later Splawn and I managed to secure \$5,000 in earnest money on a 10-day conditional sale contract. N.C. Richards came in a few days and after investigation agreed to take the system at the stipulated price. All men who subscribed the \$110,000 fund and the banks who put up the \$40,000 were paid back in full."

"We did not know who had purchased the system, neither did we know the road being built up the valley was the property of the Union Pacific. After several months the facts were generally known," Rankin concludes.

The second board of the transportation company consisted of Dr. Richard Fletcher, Rankin, Alex Miller, A.E. Larson and W.P. Sawyer, Richards. The Union Pacific figured the local road could be used as a feeder system and with that in view took it over. The road has grown from 3 to 42 miles at the present time. E.N. Kenley was the first engineer and was the man who laid out many of the present lines. He continued as engineer under the new management until his death in 1911.

During this time N.A. Gilman, acted as the first assistant engineer, later becoming the ~~enginner~~ city engineer. Kenley was succeeded by William Baker, F.S. Drake held the position following Baker and in 1918 Walter S. Howard, present superintendent, came here.

R.B. Oswink auditor, came about the same time and with Howard has remained with the street car company since. . .

That the faith of the early men was well founded is shown by the 1923 report. During the year 1,158,884 passengers rode on the cars. The total revenue for the year was \$182,612.--Yakima Republic, April 5, 1924.

The first railroad built at the Cascades was a car tram, drawn by mules. It was built in 1850 or 51 and owned by Bradford and Company.

There was also a mule road on the Oregon side of the river owned by Col. Buckle. It extended from the Cascade Locks down to Eagle Creek.

At the time the roads were in operation the first steam craft came on the waters to ply between the Cascades and the Dalles. She was an iron hull boat, 50 feet long like the Allen and was captained by Gladwell. She was wrecked on a log bar near Hood River.

The next boat was the Mary and the third the Wasco, built in 1854.

Daniel and Putnam Bradford financed by J.P. Flint of San Francisco built the first portage railroad on the Columbia at the Cascades in 1851. It was on the Washington side and they operated the steamboat Mary above the Cascades and the Belle on the lower river with no competition until the appearance of Col. Joseph S. Ruckel who became a part owner in the fashion. He located at the Cascades, built a portage on the Oregon side and allied himself with the builder of the second steamer above the Portage, the Wasco.

The mules were driven tandem fashion, three or four being used as the load required. One passenger car was provided which had a roof. The rails were fir, partly faced by strap iron.

The Oregon Portage Railroad was the one which brought the first locomotive to the Northwest. "The Pony" as it was called was the first locomotive built on the Pacific coast. It was built in San Francisco by Othello and Is. On Odd. It had a habit of spouting water and cinders from its stack which ruined the appearance of passengers who did not keep under cover. The Pony was taken back to San Francisco after two years service in Oregon and helped level the sand hills of the city.

Transportation

Railroads-Ferries

Portland, Or. June 5, 1905. Governors of three states, Oregon, Washington and Idaho drove the last spike of the Dalles-Celilo portage ~~ferry~~ railroad Saturday when the dream of a quarter of a century was realized and the link between the Inland Empire and the Coast was completed.

Gov. Albert E. Mead of Washington; Gov. George E. Chamberlain of Oregon and Gov. Frank R. Gooding of Idaho attended the ceremonies and helped strike the blows that finally completed the portage railroad. ~~More~~ Fully a thousand people made the journey to the little town of Celilo to witness the historic event, parties going from Portland by both boat and special train and a large party coming from Lewiston on the steamer, Mountain Gem.

Immigration

Railroads

The Northern Pacific will in a few days issue a new tariff showing reduction in rates on emigrant movables in car loads from St Paul and Minneapolis to all points on the main line in Washington Territory and Oregon amounting to 33 1-3 per cent

This per cent will equal a reduction of \$100 per car load to some points. This is claimed to be one of the results of the efforts of Messrs. Oakes and Hanaford at the meetings of the transcontinental association--The Washington Farmer, Feb. 7, 1885.

The Northern Pacific R.R. company announces through their general freight agent, J.M. Hand Hanaford, that the rates from Portland to Yakima will be as follows from now to Dec. 31st, 1885.

First class \$1.88; second class \$1.69; third class, \$1.42; fourth class, \$1.22; A, \$1.12; B, 85 cts. C 45 cts.

"Reshipped goods from Portland to Yakima \$1.10 that is freights arrived at Portland from the east over the Northern Pacific.

Before the advent of railway our merchants received their supplies from Portland via the Dalles, the average tariff being 75 cts a hundred over the O.R. and N.R.R. to The Dalles and from thence by Wagon \$1.50 in summer and \$2.00 per hundred in winter.

The total average now by all rail haul is \$1.40 from Portland.

A last fond farewell to the prairie schooner from here to The Dalles.

Adieu. "Adieu 'tis a lonely word. Give us that good old word that comes from the heart. Good, bye, Good bye.-- The Washington Farmer, February 14, 1885.

Seattle Post-Intelligencer,
Sunday Dec. 20, 1925
map and story

Seattle's hinterland, a mighty empire embracing an El Dorado of water, power, agriculture and industry within 200 miles of the Queen City is filling its golden horn with a tremendous development involving more than \$125,-000, an unprecedented program that will add untold millions to the wealth and population of the state.

Seattle has barely realized the beginning of another epoch at its very doors in which the hand of man and machinery is reaching out to bore railway lines through mighty mountains and harness swift snow-fed streams for industrial power and agricultural development of arid wastes.

Here is fulfillment of the dreams of pioneers, cherished since the portentous landing of Seattle's founders at Alki.

One of the longest railroad tunnels in the world; power dams and hydroelectric development, railway electrification, a new industrial city; expanding irrigation districts; added railroad construction and new highway bridges across the Columbia river.

In sheer magnitude the new Great Northern Tunnel is impressive. The great bore through the Cascades, eight miles in length, will eliminate four miles of present tunnel, six miles of snowsheds and several miles of curves. At a cost of more than \$⁸3,000,000, the saving in upkeep of snowsheds is expected

to pay the interest on construction costs at the same time adding to the efficiency of railroad transportation in Western Washington.

Linked with this massive project is the Great Northern program of electrification of a part of its line west of the mountains involving \$8,000,000. Work on the project was begun last summer from Skykomish to Cascade tunnel and will be resumed next spring. This is just the first unit of the Great Northern electrification program. The \$10,000,000 Chelan power project will supply power for future electrification work on the Great Northern system.

Application for a license to build the Chelan dam is before the federal power commission. No serious objection was raised at the application hearing recently held at Wenatchee.

...To the southeast of Seattle at the fringe of its agricultural hinterland on the Columbia River another epoch in empire building is proposed--the Priest Rapids hydroelectric and irrigation project. The power development contemplates a power dam, generating installation and an electrical industrial city involving a total outlay of \$60,000,000. Federal license to go ahead with this plan has already been granted to General Electric company interests. Coincident with this is the \$10,000,000 Priest-Rapids Highlands Irrigation proposal embracing 100,000 acres to begin when the power dam is completed. In the same vicinity the Northern Pacific has surveyed a \$4,000,000 cut off from Connell to Priest Rapids where a crossing over the power dam is planned for a new route from Priest Rapids westward, which improvement will shorten the Northern Pacific haul from Seattle to Spokane about 75 miles.

An important adjunct to the highway chain of the state is the proposed \$600,000 Vanage bridge which will replace the Vantage ferry on the Sunset Highway. Funds for this construction have already been provided and bids are now being advertised.

Tying together the transcontinental railroads of the state, a license has been granted to the Wenatchee Southern Railroad for construction of an interl

linking system with the Union Pacific from Wenatche to Kennewick to cost \$4,000,000.

Of agricultural importance to the state is the \$3,600,000 Kittitas Irrigation project which will bring under one system thousands of acres dry farmed or previously watered in small units. Work on the first unit to cost \$750,000 will begin early in the year. A reserve supply of water for emergency during the period of low water in the rivers will always be available for this and other projects in the Yakima valley from the great Rimrock dam, completed a few months ago by the federal government at a cost of \$4,215,000.

irrigation pro.

Map--Priest Rapids highland \$10,000,000

NP cutoff from Connell \$4,000,000-- Cuts straight across.. didn't materialize.

Priest Rapids and Industrial City \$60,000,000 didn't materialize.
Yakima to Priest Rapids highway--didn't materialize.

Railroads

The Great Northern is steadily pushing forward its line to the Sound.

Since January 1st more than 176 miles of track have been laid, making 440 miles completed westward from the junction with the Helena line near Assiniboine, Mont. and bringing the present terminus to the Pend d'Oreille river, 1,442 miles west of St Paul and about 450 miles from Portland.

There still remain several hundred miles to be traversed over this state, including the crossing of the Cascade range, but it seems to be the intention to complete the line during the present year.

The track layers working from Kalispel, Mont. west and from Sand Point, Idaho, east, met April 28. This completes 437 miles of the Pacific coast extension of which 261 miles were built in 1890 and 1891.

A gap of about forty-five miles remains to be completed between Sand Point and Spokane-Yakima Herald, May 19, 1892.