

Railroad land

"...During a period of about two decades, land grants were authorized by Congress to promote the construction of more than 70 railroad systems, mostly in the western United States. These land grants represented a total of nearly 95 million acres of public lands....(p 25)

"..Largest of these was the grant of more than 20 ,000,000 acres to the Northern Pacific to promote construction of the first ~~com~~ transcontinental railroad from the Missouri River to the Pacific Ocean (p. 25) Landmarks in Public Management, U.S. Dept. of Interior, Bureau of Land Management, 1962.

Railroads

Report of surveyor general Utah Territory, 1872 (Dept. of Interior)

Railroads:

..The pecuniary success attending the construction of the Utah Central Railroad caused capital to seek investment in connecting lines.

The Utah Railroad will, in all probability, reach the town of Payson, 65 miles distant, the present year. Twenty miles are now finished and the cars running. The destination of the road is a connection with the 35th parallel road at the most ^{feasible} ~~desirable~~ point in Arizona and the route through Utah as nearly as can be determined will be through the series of valleys to the west of the ~~Waba~~ Wahsatch range of mountains and in as close proximity to the cordon of settlements as the nature of the country will admit.

..The Utah Northern Railroad, narrow gauge, has twenty five miles completed. ~~When the road is completed~~ Its southern terminus is at a point on the Central Pacific Railroad near Brigham City, the line follows up the east bank of Bear River and by a circuitous route enters Cache Valley and will ultimately be extended to Soda Springs in Idaho.

A right of way for the Utah, Idaho and Montana Railway was granted by Congress in May and on the 17th of June ground was broken and grading begun at Corinne.

This road is designed to be the connecting chain between the Northern and Central Pacific Railroads and will soon be instrumental in opening up a vast and most important mineral and agricultural section.

...If comparing the condition of affairs today with that of four years ago we note a change as wonderful as it was unexpected. At that time there was not a mile of railroad in operation within our borders; today 270 miles are completed.

,,,Then not a productive mine was being worked; now developments prove the existence of the most valuable and extensive

deposits of argentiferous ores yet discovered on the continent.

....C.C. Clements, U.S. surveyor general.

Railroads. Oregon. Department of Interior, 1872.

The Oregon and California Railroad to extend from Portland to the state line to connect with the California and Oregon from Sacramento City, Calif. is now completed and in successful operation from Portland to Oakland, a distance of one hundred and eighty-one miles and it is expected to have it completed to Roseburg a distance of eighteen miles more by the middle of November next.

To the early completion of this enterprise the people of Southern Oregon are looking with considerable interest for the reason that it will give quick and certain communication with commercial centers.

As that people are situated, their only means of transportation is by wagon over difficult mountains, a distance of nearly two hundred miles, the road being almost impassable except during the dry season. The Oregon Central Railroad is nearly completed to St Joseph, on the Yamhill and will be in running order by the 1st of October next, by way of Hillsborough and Cornelius in Washington county a distance of forty-three miles.

-It is in contemplation to extend the road up the west side of the Willamette river to connect with the Oregon and California road at Junction City in Lane county; also to build a branch road and making connection with the Northern Pacific Railroad, . Oregon will be very well provided for in the way of railroad connections with one exception, a line connecting the Columbia River with the Union Pacific at or near the junction of the Union Pacific Railroad with the Central Pacific. This is in contemplation by the company recently organized under the name of the Portland, Dalles and Salt Lake Railroad and very much needed by the settlers in the northern and eastern portions of our State and Idaho.

Handwritten signature

Land ~~xxx~~ Sales Promtion and railway (1911)

Pacific Monthly, Vol 26, No. 5, Nov. 1911...full page ad,
Northern Pacific...~~xx~~ unnu bered page, advertising section:

The Northwest is Bristling with Opportunities. ...There is no section of the Western Hemisphere today which presents as favorable opportunities for the Homeseeker, the Merchant, Mechanic, Manufacturer or Professional Man as that lying between the Great Lakes and the North Pacific Coast, along the Northern Pacific Railway..." (Coupon for information bulletin... (Other full page adds from railways, Portland, etc. in same issue).

Wonderland, 1900 Olin D. Wheeler N.p.)

p. 93 September 1, 1896 the receivership terminated, and the Northern Pacific Railway Company succeeded, through foreclosure proceedings, to the property and franchises of the Northern Pacific Railroad Company...

no route generally followed survey of Gov. Isaac I. Stevens... one of surveys and explorations under control of War Department, known as the Pacific Railway Surveys by the U.S. government in 1853. Five expeditions explored the west to the Pacific Coast along various ~~lines~~ parallels. We are concerned with the one between the 47th and 49th parallel. Purpose was to determine the question of the best route for a transcontinental railway. ~~When Stevens made his survey in 1853, he found that the best route was the one between the 47th and 49th parallel.~~

Captain George B. McClellan, later General of the Army of the Potomac; F.W. Lander, later General Lander, killed early in civil war, Lieut John, later Captain Mullan, one of Stevens' engineers, built Mullan wagon road between Walla Walla and Fort Benton across the Rockies at Mullan Pass ~~6000~~ where the NP later crosses the main range... Surveys sent to Congress in 1855 ~~px~~ 79-81... Civil War Outbreak necessitated one road, must by necessity touch California, so construction of Union and Central Pacific railroads started.

Act of Congress incorporating the NP Railroad Company passed house May 31, 1864, and signed by Schuyler Colfax, Speaker. Approved by Abraham Lincoln as President, July 2, 1864. (p 81)

Six states and territories through which it to pass through or touch, had in 1870, a population of something more than 600,000 of which Minnesota alone contained nearly 75 per cent... p 82.

P. 83

combined population of ~~000,000~~ Washington and Oregon only about 120,000.

Construction began in Minnesota, 20 miles west of Duluth in summer of 1870.

p 87

Transfer ferryboat on Columbia River, 320 feet long, three tracks and capacity of twenty-seven freight cars, costing \$347,000

p. 89

In 1881-82 shipped 9,200 head of cattle; by 1884 shipments up to 40,000, eastward into Montana.

2,459 miles of operating railroad

land sales in 1884 had grown to 478,000 acres, contrasted with 271 in 76-77.

o. 100..by 1890 population of territory served 2,400,000; main and branch lines 4,962 miles.

p 101--~~xx~~ Washington and Oregon shipped 48,600,000 bushels of wheat

Railway-value of toward ultimate

Smalley, E.V.-Features of the New North-West,~~Nox~~ one of three articles in The Century Magazine, p. 533, Nov. 1882-April 1883

"...In all parts of the Far West railway enterprise runs in advance of population. Powerful companies, backed by eastern or foreign capital carefully survey the unsettled regions, sending out parties of experts to study the character of the soil, the grasses, the mineral deposits, and the timber, and report on the probable traffic to be had when settlers come in.

Railroads.

Joe Wormald..

..Between 1875 and 1877 I worked at Sacramento..My last work for these companies was in the shops at Carlin, Nev.

Among my fellow workmen at Carlin were J.F. Curtis and Harry +rue. Curtis left and came north when the construction work on the Northern Pacific started. He was master mechanic at Kalama on the north bank of the Columbia river. There was a ferry that crossed the river to the Oregon side for Portland at the point..

At the ~~00~~ time the Oregon Railroad and Navigation company built their line from Portland to The Dalles Curtis entered their employe and was appointed master mechanic at The Dalles.

He left the employe of the O.R. and N company to again enter the service of the NP railway at Ainsworth, Washington territory.

in 1881 and was transferred from there to Sprague when the division point shops were then being built.

I arrived from Carlin Nev January 6, 1881 ?

..About a month later I received notice that my family had arrived in Portland and would come to the Dalles on the evening boat. At that time the wharf boat ~~had~~ and a spur from the main line were close together. I went down to the wharf boat to meet the Portland boat. We were told another boat was following and would be in about two hours.

I took a trip to the end of the track of the N.P.R.R. in November, 1881 I rode from Wallula with Engineer Seneca Ladd, Fireman Charles Secord of the ~~locomotive~~ locomotive burning wood. About a mile or two out from Ainsworth we ran out of fuel. The fireman had to get off the engine and tear down some wooden fences to use as fuel to reach Ainsworth.

We passed through that is now the city of Pasco. It consisted at that time of only one building the section house. We went on through Spokane Falls, Westwood, renamed Rathdrum and reached the end of the tract at Hanstow. Now Alcona. It got its name at that

time because three men had been hanged there one morning before breakfast for rolling, so it was called .

...We arrived in Wallula with Engineer Billy Henderson and Fireman Jack Cartright . We stopped overnight at Wainworth and reached Sprague on Monday, March 18, 1882. I started work at once erecting machine machinery in the shops and building and assembling locomotive engines which had just arrived after a sea voyage around Cape Horn from the Atlantic .

On September 8, 1883 the golden spike was driven into the last tie connecting the two ends of track. This was at Gold Creek, Mont. and marked the completion of the construction of the NP railroad. This is a short distance east of Missoula on the Helena line.

President U.S. Grant, Henry Villard, Paul Schultz and other prominent railroad officials and guests had a meal in the dining car after the celebration. ..

The railroad party went direct from Gold Creek to Portland, Ore . When we arrived at the Snake river ferry a big band of cattle was started across the river and several cowboys swimming their horses accompanied them.

The train going down the Columbia arrived on the Portland side and after entertainment there a ferry boat took them across to the Northern Pacific Station at Kalama. From there they went to the N.P.R.R. headquarters at Tacoma. The train was ferried across on the boat, Sunday.

In those days Spokane county extended clear west to the Columbia river and included what is now Lincoln and Douglas counties.

..In those days one of the great local enterprises of this country was the promotion of town sites and the selling of town lots. Every new town was expected to become a great and thriving metropolis. Its proprietors and few citizens were great boosters. People in the

located near the old camping grounds at Cottonwood springs, now grow
 busy and threw a monkey wrench into the machine's machinery.

...(Picture early Inland Empire Iron Horse.)

The Minnetonka was one of the two engines brought around
 the horn by the late H.W. Fairweather and used on the NPRR
 construction from Ainsworth to Spokane. It's a saddle back, the water
 tank being hung over the engine boiler instead of carried on the tender.

1853

The party on the western division under the command of Captain George B. McClellan, consisted of Lieutenant J. K. Duncan, third artillery, lieutenant S. Mowry, Lieutenant H. C. Hodges, Mr. J. F. Minter, civil engineer, George Gibbs, geologist and Dr. J. G. Cooper, naturalist.

Capt. McClellan left Vancourver in July, 1853. His course was in a northerly direction to the Cathlapoot'l; thence in a general east direction south of Mounts St. Helens and Adams; thence northwest, crossing Atahnam, Nachess and Wenass rivers, up the valley of the upper Yakima to the Yakima pass which was examined, thence he proceeded to Ketetas; thence north to the Columbia, thence up the right bank of that river to Fort Okinakane, on Okinakane river.

The party then examined the Okinakane river up to the lake of that name. From Lake Okinakane river their route was nearly east to Fort Colville, thence nearly south to a branch of the Spokane where they joined Gov. Stevens.

Lieut. Sylvester Mowry examined a route leading from Wenass river in a south of east direction to the Dalles of the Columbia.

Lt. Hodges joined McClellan's party at Ketetas having marched from Fort Steilacoom. His course was easterly to the Stkamish river; thence along that stream to the Nachess pass, thence along Nachess river.

A large map of the Cascade range, north of the Columbia, was prepared by Lt. Duncan on a scale of 1 to 400,000.

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