

railroad-Yakima

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Railroad-Yak ma

The Northern Pacific has issued a circular instructing all persons occupying ground lying within 200 feet of the center line of the company's right of way without the consent of the company to vacate the same within ten days from the date of the circular. This applies to the whole line from Duluth to Yakima. The Yakima Farmer, January 17, 1885.

On Monday the steam ferry boat, Frederick Sillings on which the railroad train crosses the Columbia at Kennewick was taken two and a half miles down the river by ice. He was brought back to the Incline Tuesday.

The 30,000 ties of Paulmeteer broke loose with the flood in the Yakima and on Thursday were in the gorge 13 miles above here. Ice and ties were piled on the banks 12 feet high. The most of the ties will be lost as they are passing out to the Columbia.

Now at the Dalles the ~~depth~~ by actual measurement was 106 1-2 inches and subsequently a foot and a half fell. Fifteen inches fell in Yakima...

During the blockade the Wallula hotel was full of immigrants including 40 or 50 children. The company furnished the provisions in the raw and the passengers did their own cooking on the range. The odor of the premises was something awful. A dining car blockaded at Wallula furnished high living for a few and the other snowed up travelers had a tough time rustling for sustenance--The Washington Farmer January 10, 1885.

Railroad

Col. Bennett has been engaged by contract to build 50 miles of the railway from Yakima westward which will take the track to the foot of the Cascade mountains west of Ellensburg. forces will be at once engaged in bluff work. WaO Washington Farmer, January 3, 1885.

Railroads

A curious little railroad train goes crawling up and down the mountain from Tres Pinos to Burt's lime kiln in the Gavilan range, San Benito county. every day. ~~According to~~ It is probably the strangest railroad that was ever seen, yet thus far not a word has ever been printed regarding it.

The train moves on a curious single track and is drawn by an engine set low on it.

Both the engine wheels and those which support the cars have a single pivot-like piece of settle that sets in the slot track, for it must be borne in mind that the track has a slot in it not unlike that seen on a cable track.

In addition to this each wheel has a flange on each side of it, so that it cannot get off the track no matter how abrupt the curves.

The road as completed is now nine miles long but when pushed through as intended it will be fourteen miles in length. Three men run it. These consist of an engineer, a fireman and a brakeman.

At one place there is an 800 foot grade mounted at the rate of six feet to the 100, yet the engine puffs right along with three loaded cars, not in the least bothered in any way.

There is one grade a quarter of a mile long in which an average of four feet is gained to the 100; One curious thing about it is that the wheels are in a sense rollers. They reach from one side to the other.

The flanges hold them on, assisted by the pivot, past which each half of the wheel comes down--Helena Independent, July, 1892.

Railroads

The Railroad Age figures for tracking in the first nine months of the year shows that the work has been going on in 39 of the 46 states and territories, upon 224 lines, with the result of adding 3312 miles to main line mileage. But its table, it says, only partially represents the work of the railway construction which has been in progress, as grading is going on or has been completed in numerous other lines upon which track has not yet been laid, while many of the roads covered by the tables are in process of further extension.

The greatest activity in construction has been in the south. In 11 southern states, counting Texas as such, the track laid this year aggregates 1478 miles.

Washington territory makes the largest showing outside of the south, 214 miles having being laid on 12 lines--Age of Steel, November, 1889

Isaac T. Keene, the popular and jolly landlord of the on wheels hotel, moving with the construction force of the railway, was in town Thursday.

At a meeting of the directors of the Northern Pacific Railroad at Philadelphia a few days since they decided some important matters which have been pending for some time.

As soon as the present management took charge of the company the policy of building the Cascade division and fixing the terminus at Tacoma on Puget Sound was agreed upon. There were three routes over the Cascade range under survey, one by the Nachez pass, one by the Snoqualmie pass and the third by the Stampede pass.

The last route was the most favored but the directors did deferred definite action for various reasons. This delay has caused a good deal of feeling in the Washington Territory and it has been necessary to withhold the land grant on all three routes. Chief Engineer Anderson made a report favoring the Stampede pass, and presented maps of the definite location of the line to the board which unanimously accepted it.

These maps were ordered to be filed in the interior of the department and they will mark officially the line of the road. The public lands on the other routes will be released at once.

The whole middle division of the Cascade branch was put under contract and the preliminary line will be finished in December, 1885. Work on the Eastern division is nearly finished to the mountains and the line of the Western side will be in running order next June. The line over the mountains will be about 70 miles long. The directors voted to make reports of earnings monthly instead of weekly. This puts Yakima on the main trunk line of the Northern Pacific-Washington Farmer, Dec. 6, 1885 1884.

Railroads

The city of Yakima has subscribed over \$100,000 as an inducement for the Portland, Lower Columbia and Eastern Washington railroad company to come to that city. Yakima exhibits a nerve that ought to enable her to get there Eli--Big Bend Empire, February , 1890.

Owing to the great amount of immigration, nearly every passenger train from the east now comes in two sections. Yakima is catching a good share of the new comers and Monday night about forty stopped off here to locate. They are mostly people of means--March 13, 1890, Herald.

Railroads

The Oregonian railway company, limited, has filed a bill in the United States circuit court in Oregon to procure a temporary injunction to prevent the O.R. & N Co. from refusing to operate the narrow gauge system of railways leased from the Oregon wayway company as the O.R. & N Co. has given notice that they intend to do. A restraining order has been issued by Judge Deady requiring the defendant to appear before him to show cause why such injunction should not be granted. The plaintiff avers that the defendant is allowing the narrow gauge road to run down and become depreciated in value--The "Washington Farmer", Nov. 22, 1884.

Railroad

Welcome Rains--We had several of them during the past week or two and they have put the ground in good condition for plowing.

Farmers will no doubt make use of the opportunity.

The long-talked of railroad though not through to the Sound, will soon afford Yakima and Kittitas an opening eastward^{and} to profit by this we must produce more grain and other things for shipment. It will be remembered, however, that the Signal has always contended that this country should not rely mainly on raising grain. There are too many competing countries that are good for nothing other than grain raising, while our soil and climate are widely varied--The Yakima Signal, Nov. 8, 1884.

~~The~~ Eight millions of acres of the public lands have been selected by the land grant railroad companies during the past year against 2,000,000 last year. While this shows that the threatened forfeiture of the lapsed grants has given an impetus to the land grabbers, the obstinate refusal of those companies whose matters are now pending in congress should receive the attention that it deserves.

The time is now most opportune for the reversion of the government of the more than 200,000,000 acres that these companies have forfeited. This is demanded by the people not only as a matter of right but also as a political necessity. The campaign just closed in this territory has shown from beginning to end the necessity of having the ~~g~~ 000 great corporations shorn of their illegitimate power. It has shown to what extent they will go in carrying on a political ~~war~~ 000 warfare against the people--The Yakima Signal, November 8, 1884.

As the great suit of Harkness & Co. vs the Northern Pacific is attracting general interest we have taken the pains to obtain the true status of the case.

In the fall of 1879 William Harkness & Co contracted with the NP to deliver ten million feet of lumber and 350,000 ties. They cut the logs for the timber and 115,000 ties and floated them down the Ya mar river to its mouth and out into the Columbia river to a boom at the saw mill of Gen. Sprague near Ainsworth.

The boom prepared by the plaintiffs broke twice prior to Nov. 11 on which date the employees of the plaintiffs stopped the mill. The plaintiffs were then in debt to the employees \$90,000 and owed several thousand dollars to the Railway company. A contract was then made with the NPRR company in which the logs and ties were turned over to the Railway who were to pay \$72,000

liens and saw the logs into timber and charge the expenses to Harkness & Co. who were to have credit for the quantity so sawed.

Soon thereafter an ice gorge formed above and below the boom which broke and three million feet of logs and forty thousand ties were lost.

The contract specified that the railroad company could not be liable for loss by breaking of the boom nor by negligence of the employees of the railway company

Harkness & Co sued for \$100,000 on account of contract and claim that the Railroad company should pay for all logs and ties lost and should not have credit for picking up ^{five} million feet of logs after the boom broke, which were gathered up along down the Columbia.

The Railway company claim the reserve of this and that Harkness & Co. are in debt to them beside in the sum of \$40,000 to \$50,000

Railroads-

Distance.

The distance from Sprague to Pasco Junction is 105 miles, thence to North Yakima 90 miles thence to Tacoma 120 miles, total from Sprague shops to Tacoma 315 miles.

This section will doubtless constitute the Cascade division of the N.P.R.R. leaving the 15 mile spur from Pasco to Wallula to be operated by the O.R. & N.; and making the division town between Sprague and Tacoma at Yakima.

The distance being from Tacoma to Yakima 195 miles and from Yakima to Tacoma 120 miles, the latter being 55 miles less run than the former but this will be counterbalanced by the difficulties of the Cascade mountains. The shops at Livingston are 547 miles from Sprague. Intermediate shops are to be built at Missoula and then the passenger run will doubtless be from Livingston to Missoula and next Missoula to Sprague from Sprague to Yakima and from Yakima to Tacoma--The Washington Farmer, Feb. 14, 1885.

Railroads

The Portland, Vancouver & Yakima Railway company is making steady progress with its improvements of its line which is a matter of great interest to Klickitat as the line may eventually be extended to Goldendale and Yakima.

The road has been placed in good condition and since the opening up of the big logging camp at St Johns in Clarke county, the company has had about all the business it could handle with the facilities at hand.

The purchase of considerable new rolling stock is contemplated. Work has been commenced on the new round house and other terminal buildings at Vancouver--Goldendale and Goldendale Agriculturist, March, 1898.

Railroads

Centreville

The people of Centreville, Klickitat county, are jubilant over the completion of the railroad from Lyle on the Columbia river, to that point, the last of the track laying being done on Saturday. A big barbecue celebrating the event was held in the evening--The Yakima Herald, April 22, 1903.

Railroads

The Northern Pacific depot at this point contains a waiting room 10 x 16 feet in size with an ell ten feet square and it is used by both ladies and gentlemen and others.

During the first week in February the average population of this waiting room upon the arrival of the passenger train from the west was 32 ; second week 29; third week 35 and fourth week 33. The count was made by a Herald reporter and does not include persons who preferred waiting for the train outside in the cold.--Yakima Herald, March 10, 1898.

Indians-right of way

Last week Col. R.S. Gardner, one of the five Indian inspectors of the Department of the Interior went from here to Ft Simcoe and this week he was joined by Vo. V.G. Bogue, chief engineer NPRR on the Pacific coast, Judge J.A. McNaught, attorney of the company and Col. H.D. Cock of Yakima to hold a council with the chiefs for the purpose of confirming the right of way of the railway through the reserve.

Col. Gardner, inspector and Gen. R.H. Milroy, agent at Simcoe, chose Col. Cock as a third and disinterested party, the three comprising a committee to make the treaty.

The land relinquished is 125 feet each side of the center of the tract comprising 1062 acres and also 21 at each of the three stations, Topnish, Satus and Simcoe.

The government pays the Indians \$ 5 per acre that is \$5,525 for the whole. This is done in accordance with the charter of the road which grants the company the right of way.

Jan. 15th Gen. Milroy and his son, WJ Col. Cock and Col. Gardner went to Satus in a special car with Judge McNaught and Col Bogue to fix the damage done Indian farms by the railway cutting through them. The Federal government pays the damages. The government will be reimbursed by the railway company-
The Washington Farmer, Jan. 17, 1885.

Indians

Railroads

Last week the Indians on the Flathead reservation were paid the indemnity due them from the Northern Pacific Railroad company for right of way across the reservation and for timber used in building the road, taken from within the limits of said reservation.

The timber indemnity amounted to over \$5,000 and the total indemnity to \$21,458,000. There were 1,510 Indians, men women and children on the reservation among whom the money was divided equally giving \$14.21 to every one.

Payment was made in checks and as the Indians generally were in a hurry for the cash large sums were sent down from Missoula. No such happy time has been witnessed on the reservation for several years as when the money was paid.

The Indians gave full vent to their characteristic manifestations of joy. Some turned their money into plows harness and other useful articles but the majority went headlong into a career of gambling and drinking having got whiskey from some quarter which they kept up until their wealth had melted away and their realization of being rich ceased almost as soon as it came.

Their happiness was like lighting a brilliant torch in some distant cave and then as suddenly snuffing out the blaze.

William H. Barnhart, who with one Anderson killed an Indian near Pendleton last summer and who was tried and acquitted in the state court at Pendleton has been retried and reacquitted in Judge Deady's court in Portland--The Washington Farmer, January 31, 1885.

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