

Railroad

An amusing incident is told in regard to locating the railway below here on the Yakima Indian reservation.

After the stakes were driven by the engineers some Indians came along, pulled up the stakes on the prairie and set them over in the wagon road track at the same time remarking: "That road has been traveled a good many years and we guess it will do for the railroad." But the engineers didn't think so and the grade was built as located--The Washington Farmer, Nov. 29, 1884.

The grading force is now engaged throwing up the bed of the track through town and for several miles above. Several citizens are very wrothy at the graders for cutting right through their town lots without ceremony. The preliminary line was run through the center of Al Churchill's residence and a stake stuck in the comb of the roof, though that line was not adopted--Washington Farmer, Nov. 29, 1884.

It is understood that a syndicate of citizens of Yakima has arranged with Charlie Schanno for the remainder of one half of his town property, exclusive of his brewery and residence for the sum of \$5,000. This is for 45 lots besides the 100 lots he proposes to donate to the railway company. Messers Goodwin Snipes, Lauber, Joe Schanno and others also propose to contribute half their town property to the company which on the whole would comprise a gift of over 500 acres and this subdivided platted and placed on the eastern market could be made to sell for one million dollars--"ash Farmer, Nov. 28, 1884.

On Monday the Union Gap bridge was tested by driving on nineteen wagon loads of stone weighing nearly 100,000 pounds

Railroad routes

"ith reference to the recent ruling of the general commissioner of lands at Washington and the appeal to the Secretary of the interior in the matter of the Northern Pacific grant, we have traced up the fact that the original location of the Cascade line was made in 1879 from Palouse Junction via Priest Rapids on the Columbia up the Natches river and over to the Cowlitz Pass of the Cascade Mountains to Tacoma and that even in the event of the Department of the Interior deciding as the land commissioner has done viz ; that there could be no withdrawal of lands under the grant by more than one route "the location of '79 will cover all the odd sections in the middle Yakima country.

Spaulding is a standard law authority on public lands and railway grants and in his work published by Bancroft & Co in 1900 ~~and last~~ last year he says on page 282, section 525, that "the Northern Pacific grant comes under the head of the fourth class of railway land grants to which also belong the Southern Pacific and the Atlantic Pacific grants and these are protected by legislative withdrawal within stated limits from the fixing of the general route until vested by the filing of the plat of definite location required by the acts."

The route via North Yakima was "fixed" in 1879 and the "definite location was made last March. The preliminary fixing in '79 protected the company in its grant until the "definite location" of last year and the courts have ruled that the preliminary "fixing" did not so "protect." The Washington Farmer, Feb. 28, 1885.

Railroads

North Coast franchise

By a unanimous vote the city council last night passed the North Coast franchise, embodying in the measure the suggestions made by the joint committee of the Commercial club and the Business Men's association receiving a round of applause from the audience.

The franchise as passed last night was almost the exact measure proposed by the business men's committee last week damages to property outside of the company's right of way resulting from the construction of viaducts falling on the city and the joint user clause being inserted while the North Coast is being ~~constructed~~ required to keep its right of way in a sanitary condition.

The clause providing for the opening of the streets across the railroad right of way was amended to read that the city should open no streets south of Spruce streets and should only open one in every two streets north of that point---Yakima Republic 1910

Railways

Portland, July 11.--Fourteen tie mills in the eastern part of Multnomah county have shut down on account of the Oregon railroad & Navigation company's refusal to receive any more ties at Troutdale and Fairview. The ssawmill combination has succeeded in holding the price of ties at 30 cents each and it is said that the railroad company will endeavor to reduce the price. About three hundred men are thrown out of employment. Several mills on Lewis river in Washington have closed and the sawmill combine is preparing to resist reduction in the price of ties--The Yakima Herald, July 15, 1903.

Railroad

The Regulator this morning was loaded with teams, wagons, carts and scrapers belonging to Allen Bros. of North Yakima who have secured a contract for 10 miles of grading on the Astoria railroad. The remainder of their outfit will be taken down the river tomorrow--The Dalles Times-Mountaineer--August, 1896.

Railroads

At Vancouver last week the Vancouver, Klickitat and Yakima railroad was sold to C.N. Scott who made a cash payment of \$5,000 and assumed \$34,000 indebtedness, bearing 6 per cent due in 15 years.

The purchaser obligates himself to build three miles of track this present year into timber belt and already has contracts for moving 50,000 feet of logs. The road is worth \$75,000 to \$100,000. Its ultimate objective point is North Yakima--Yakima Herald, Aug 1, 1895.

Railroads

F.H. ^Usgood, who was here a short time since, writes that he will return in a few days and if he receives sufficient encouragement will build and operate an electric road from this city either to the bench lands to the west or to Yakima City or in both directions.

The encouragement he wants is in the shape of property bonus. He figures tht the road will increase property valuations along the line to such an extent that the holders can give him the bonus requireda and still be materially benefitted in pocket as well as in comfort and convenience--Yakima Herald, November 14, 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 DeWitt 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 browse 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.

Walla Walla, made railroad minded by the construction of Dr. D.S. Baker's narrow gauge railroad to Wallula in 1875 became interested in another outlet to the outside world a few years later and did its part to bring about the construction.

G.W. Hunt, a man of energy and ability came into the Inland Empire in 1887 and became tied up with Pendleton interests which proposed the Washington and Columbia river railroad commonly known in earlier times as the Hunt road. Hunt made a contract to construct the line and finding within a year that the projectors were not succeeding in raising funds he took over the enterprise.

He came to Walla Walla 48 years ago this week or on March 22, 1888 (date of clipping can be determined) and held a meeting with the Walla Walla board of trade announcing plans for a railroad from Walla Walla to Wallula.

He asked a subsidy of \$100,000 and the Board of Trade approved it. Subscriptions were secured and although there ~~was~~ was difficulty in collecting some of them the road went ahead. Hunt promised that the road would be completed to the head of Eureka Flat by December 1, 1888 and to Walla Walla by January 1, 1889.

Hunt plugged away and in 1888 -90 carried out a series of lines from Hunt's junction, a short distance from Wallula to Helix and to Athena and finally to Pendleton in Umatilla county and to Walla Walla, Waitsburg and Dayton with a separate branch up Eureka Flat.

The Hunt line obtained a franchise and a site for a depot in Walla Walla on September 5, 1888 and papers of October 30, 1888 refer to the line being almost to Walla Walla. The depot location was at East Main and Spokane streets.

The Washington and Columbia river road was ~~incorporated~~ incorporated

on August 4, 1890 1892.

The line was finished to Waitsburg on November 12 and to Pendleton on November 21, 1889.

Taken over by NP

The hard times which came on so affected Hunt's resources that he felt obliged to place his enterprise in the hands of the Northern Pacific Railroad interests but it still retained the name of ~~Old~~ Washington and Columbia River railroad and was operated as a district road.

The first president following Hunt was W.D. Tyler. He was followed by Joseph McCabe and after he left for New England J.G. Cutler was named president.

On June 12, 1907, the line was absorbed by the Northern Pacific and since that time has been managed as a section of that line.

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.

Railroads

The Tacoma Ledger says that Col. I.N. Munzy of the Pasco Headlight is president of the Pasco, Goldendale, Vancouver & Portland Railroad company and that he is trying to effect a coalition with the Goldendale & Columbia Valley railroad and will also endeavor to make connection (probably traffic) with the Vancouver, Klickitat & Yakima road.

This does not strike the Herald editor with any great degree of surprise. He knew this railroad magnate when he was poor, spelled his name with a C instead of a Z and only had his health and energy with which to climb to the front.

Look at him now.

Villard was merely a newspaper correspondent before he came out here as the agent of the German bondholders of the Oregon and California railroad. From that his course was upward and onward with the exception of a slight falling off in 1883. Col. Munzy's career opens even brighter.

Perched on a three legged stool before a rough deal table in the metropolis of Franklin county, Washington territory, he was wont to let scintillations of dazzling brightness flow from the nib of his pen elucidating and expounding upon the future of Pasco.

In the early 80's Villard was in his first heyday, M.C. Moore, now Governor Moore, as spokesman of the citizens of Walla Walla addressed him as "King Villard," which was received with a benign smile, and evidently sat well on a pile of champagne, lobster salad and other good things tucked away in the great man's stomach. The transcontinental bubble bursted shortly and Villard had no princely prefix to his name then even among those who had previously failed to find for him eulogistic terms high enough. But Villard is a big man physically and mentally and turned defeat into victory.

President Munzy is also great in height, more than in belly and frame-

but the circumstances of his advent in the railroad world are more propitious. The country is ripe for another great genius and like King Villard we will hail him with joyous clamor and wish that his career may be as bright as a Yakima summer day--Yakima Herald, Washington Territory, April 11, 1889.

Railways

Big Enterprise for Yakima: Among the recent purchases of Messrs. Rodman and Eshelman , for the syndicate spoken of last week, were seventy lots, the property of M.V.B. Stacey for which \$30,000 was paid. Mr. Stacy still has large interests here and is now in the east negotiating for 450 miles of steel rails and rolling stock with which to build a system of narrow gauge roads centering at North Yakima and extending through the various fertile valleys which go to form the great Yakima country--April 18, 1889, Yakima Herald, North Yakima, W.T.

Rail roads

As usual we are suffering a freight -rate outrage just when we have thousands of watermelons to ship. From present indications, the profits this year will be but moderate, as the ~~00000000~~ discrimination gives shippers from Southern Oregon where melons are raised considerable advantage over the Yakima valley. The Yakima products are preferable and arrive at the Sound in much the best condition, so that we need have no fears of the market and sales, but it is all the same, an outrage on our farmers. The Northern Pacific should consider that we are placed at a disadvantage in supplying a part of our own state with a product so largely cultivated as the melon crop hereabouts-Yakima Herald, North Yakima, W.T. August 15, 1889.

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, and will soon afford Yakima and Kittitas an opening eastward 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.

Northern Pacific

Historical

Mrs. Henry Villard, wife of the first president of the Northern Pacific railroad and daughter of William Lloyd Garrison, one of the speakers during the stop of the suffrage special here last week had some interesting things to say in Seattle about the ceremonies connected with the opening of the Northern Pacific, she said:

"Here in Seattle I am moved to try to give you a description of the ceremony attending the celebration of the opening of the Northern Pacific road which was built by my husband, Mr. Henry Villard. He had taken some of the foreign guests on the steamship Queen of the Pacific to Victoria and brought them to Seattle on the afternoon of the 14th of September.

When Mr. Villard told me that we were to stop at Seattle I seemed to remember only two things about it; one was that there were great coal mines in Seattle and the other was that he had paid the expenses of the territorial University of Washington for two years.

"As we approached your shores under a sky unsurpassed by any in far-famed Italy a score or more of vessels came out to greet us, flying the flags of all nations accompanied by bands of music in which was added the booming ofannon. The heights of Seattle were literally black with people and several thousand had gathered from all over the territory to participate in the great event.

When we landed we marched up through an avenue of fir trees that had been planted there for the occasion, passed by a barbecue to platform that was erected in front of the university. Gov. Ferry and Mayor Strue gave my husband and his guests a royal welcome to which he and Mr. Carl Schurz responded. A young lady, Miss Powell, the daughter of the president of the university addressed Mr. Villard in

a most moving way.

He told him that he would be remembered more for what he had done in the cause of education than in the building of a great railroad. I can truly say no compliment was quite as grateful to Mr. Villard as that. Strange to say it was at that time a new thing for our guests to listen to a woman speaking in public and they were deeply touched by it. Some even wiped tears from their eyes. In the retrospect of time I can see Miss Powell standing as it were with arms outstretched inviting the women that are gathered here today to come and help make the state of Washington free.

I recall with just pride the fact that Mr. Villard was an early promoter of civil service reform, that he believed in the impartial principles of freedom applied to trade, that he worked with might and main for sound currency and that in the deadly taint of race prejudice did not flow in his veins. He loved peace and abhorred war and war's grim visaged companion armed peace.

Nor can I forget that he was a generous friend of learning science and the arts to suffering humanity.

His boundy was as boundless as the sea, his love as deep.

Many tributes of respect and admiration have been paid to a noble companion in the great Northwest which are carefully cherished by me and by my children, but I crave one more and it is this: That Mr. Villard's keen sense of justice and love of fair play for women shall find an echo in the hearts of the men of Washington in November, 1910 and that they will proclaim with loud accord that the women of Washington are no longer bond but free, no longer disfranchised but regenerated, disenthralled, equal partners in the unending struggle of the human race for noble laws and higher moral standards." The Yakima Herald, July 7, 1909.

Railroads

Priest Rapids-Beverly

A contract has been let by the Priest Rapids railroad, which is generally conceded to be a branch of the Chicago, Milwaukee & St Paul railroad to a local contractor for construction of 18 miles of roadbed between this city and Beverly.

The name of the contractor is withheld at his own request.

The contract for building of the North Coast bridge across the Columbia river at Kennewick has been let to Seattle contractors and a trainload of supplies shipped to Kennewick. The Yakima Herald, January 27, 1909.

Railroads--Settlement

The colonist rates on the Northern Pacific went into effect on the 1st of March and the first of the homeseekers trains left Chicago for the Pacific northwest.

From now on until the latter part of April homeseekers trains will start west every day. The rate from Chicago is \$33 and from St Paul \$25. Reports from St Paul are to the effect that never before has there been such a strong demand for accommodations for travelers and it is believed the immigration into this country this spring will break all records--Yakima Republic, March 4, 1910.