



NORTHERN PACIFIC RAILWAY COMPANY

MAIN STREET OF THE NORTHWEST

ADVERTISING AND PUBLICITY DEPARTMENT . . . ST. PAUL 1, MINN.

L. L. PERRIN, Manager

March 3, 1953
File: A-A30

MEMO TO THE EDITOR:

This story on the part Governor Isaac I. Stevens of Washington Territory played in making possible construction of the Northern Pacific, first of the Northern Trans-continental railroads, is sent to you as possible interest in connection with the observance this year of the Centennial of the Territory.

Any use which you can make of it will be appreciated.

Very truly yours,

L. L. PERRIN, Manager,
Advertising & Publicity Dept.

efw
Att.

From the Northern Pacific Railway

Washington's first territorial governor, 100 years ago, laid the groundwork for bringing the Pacific Northwest its first transcontinental railroad.

Isaac I. Stevens, who became governor of Washington Territory in March, 1853, was appointed in the same year to make a survey to find a transcontinental railway route from the Mississippi River to Puget Sound.

Setting out through nearly 2,000 miles of wilderness, Stevens laid out a route which was later followed closely by the Northern Pacific Railway, the first northern transcontinental railroad.

"Probably there was never a railroad surveying party put in the field which contained so many future great men," writes E. V. Smalley in his History of the Northern Pacific Railroad.

An important member of the party was Captain George B. McClellan, later Commander-in-Chief of the Army of the Potomac, during the Civil War. Another member of the party was Lieutenant John Mullan, who was later to build the first wagon road across the Rocky Mountains.

Governor Stevens decided to conduct the exploration in two divisions, one operating from the Mississippi River and the other from Puget Sound. Stevens assumed personal direction of the Eastern party setting out from St. Paul. McClellan was in charge of Western exploration.

The expedition, sent out by Secretary of War Jefferson Davis, made its way through plains and valleys and across the main range of the Rockies. Stevens' report, printed in two huge volumes, showed the northern route to be a favorable one, describing the country which would be served as rich in natural resources and potentially of great economic importance.

Stevens' work proved to be thorough. Other men who later undertook the actual work of surveying and building the Northern Pacific found it a substantial foundation for their tasks.

After completing his survey, Governor Stevens ardently advocated the northern railroad route. He continued his tireless work for this cause until his death.

Smalley's description pictures Stevens as a man with "an active, ardent turn of mind" who "combined in his disposition the accurate, practical habits of the trained engineer with the boldness and imagination of a projector of great enterprises."

"He could estimate with remarkable correctness the cost of constructing railroads through a wilderness, and speak with authority on gradients, tunnels, and excavations, and at the same time he could make figures eloquent, and illumine dry pages of statistics by the faculty of graphic presentation with tongue or pen."

When Governor Stevens went to Congress in 1857 as a delegate from Washington Territory, he wrote pamphlets and gave speeches on the resources of the Pacific Northwest and the advantages of the railroad route he had surveyed.

Stevens did much to dispel their prevalent notion that the Northwest country was a desert. In a letter to a railroad convention in Vancouver, Washington Territory, in 1860, he described the proposed route.

"Nearly the whole of the country of the Northern route," wrote Governor Stevens, "is susceptible of continuous occupancy by our people. There is no such thing as a desert, properly so speaking, on the whole line.

"There are gaps or intervals where it is only a grazing country; there are portions of the country occupied by mountain ranges which would not admit of profitable cultivation; but, as a whole, the country is fitted for settlement and cultivation, and must be settled and occupied at an early day."

Stevens served as a territorial delegate until the Civil War broke out. He died as a brigadier general leading his troops at the battle of Chantilly on Sept. 1, 1862.

Two years after his death, Stevens' dream of a northern transcontinental railroad began to take form. In 1864 President Abraham Lincoln approved an act of Congress creating the Northern Pacific. The through route to the Pacific coast was completed at the "last spike" ceremonies at Gold Creek, Montana, September 8, 1883.

Stevens' belief in the importance of a railroad to the Pacific Northwest was justified shortly. Within six years after the driving of the last spike in Montana and within two years of the completion of the Northern Pacific over the Cascade Mountains, the entire tier of northwest territories had sufficient population to join the Union.

The state of Washington entered on November 11, 1889. Nine days previously, on November 2, both North and South Dakota had become states. Montana entered on November 8. The following year on July 3, 1890, Idaho became a state.

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NORTHERN PACIFIC RAILWAY COMPANY

Route of the *Vista-Dome* NORTH COAST LIMITED

ADVERTISING AND PUBLICITY DEPARTMENT

L. L. PERRIN, Manager
Advertising and Publicity Department
H. V. RHINE, Assistant Manager
W.P. JENSEN, Assistant Manager

ST. PAUL 1, MINN.

Sept. 28, 1960

MEMO TO THE EDITOR:

The old Land Grant
myth--that legendary
distortion of fact--
is disposed of in
the attached leaflet.

I hope you find it
interesting and en-
lightening.

Yours truly,

Manager, Advertising
and Publicity Department

LLP-hbm
Att.



NORTHERN PACIFIC RAILWAY COMPANY

Route of the *Vista-Dome* NORTH COAST LIMITED

ADVERTISING AND PUBLICITY DEPARTMENT

WALTER GUSTAFSON
Mgr. Advertising and Publicity Department

ST. PAUL 1, MINN.

H. V. RHINE
Assistant Manager

W. A. McKENZIE
Assistant Manager

August 29, 1963

EDITOR:

On September 8, 1963, Northern Pacific Railway celebrates the 80th anniversary of the completion of its line between the Head of the Great Lakes and Puget Sound. Northern Pacific was the first of the Northern Transcontinental rail lines.

Attached for your consideration is a story marking this 80th anniversary. I submit it for your consideration and in the hopes that you will be able to use it in your paper.

Thank you.

Yours truly,

Walter Gustafson

Manager, Advertising
and Publicity Department

WAG/mk

Att.

In June, 1870, a contract was let for construction of the Minnesota division, Northern Pacific railway, the railroad that almost literally carried six states into the Union in "emigrant" cars, will mark the 80th anniversary of and work was begun on the line in July near the present town of Carlton, a few miles west of Duluth. At almost the same time, construction crews in the West completed of its transcontinental main line on Sept. 8.

On that day in 1883, at Gold Creek, a remote outpost in Montana, NP President Henry Villard, assisted by ex-President U. S. Grant and others, drove home the last spike that completed the line between the Great Lakes and Puget Sound.

Villard, who had become president of the Northern Pacific just two years earlier, had long envisioned the tremendous impetus rail transportation could give to the settlement and development of the American Northwest. And a decade before Villard's arrival on the scene, the pragmatic Gen. William T. Sherman had told Congress bluntly, "The Northern Pacific must be built, both as an economic and military necessity. The West can never be settled, nor protected, without the railroad."

The idea of a northern transcontinental railroad was actually conceived long before the NP was chartered. Dr. Samuel Bancroft Barlow advocated such a line as early as 1834, just a few years after the first rail operation was initiated in this country. His efforts were followed by those of Asa Whitney, a man of action more than of words. Whitney conducted explorations for about 1500 miles up the Missouri river in 1845 and personally lobbied in Congress for a charter and authorization to build a railroad along the northern route.

When Congress finally acted, it was in five directions at once. That many surveys for a rail line to the Pacific were ordered by the national legislature in 1853.

After yet another decade had gone by, Congress at last passed an act creating the Northern Pacific Railroad and providing a land grant. The act was signed by President Lincoln on July 2, 1864.

In June, 1870, a contract was let for construction of the Minnesota division, and work was begun on the line in July near the present town of Carlton, a few miles west of Duluth. At almost the same time, construction crews in the West undertook similar work between Kalama and Tacoma, Washington Territory.

Thirteen years later, after countless delays, brought on by labor and material shortages, Indian wars, financial troubles and construction difficulties, Henry Villard brought the project to its successful conclusion.

To commemorate the occasion, he invited as his personal guests some 400 distinguished persons from this country and abroad to accompany him on four special trains to Montana for the "last spike" ceremonies. His guest list was impressive, comprising a cross section of political, business and military leaders of the time. On few occasions in history has such a distinguished group participated in events of this kind.

Virtually every city, village, hamlet and wayside station on NP's line took part in festivities which preceded and followed the Gold Creek celebration. To this day, many of these cities have not had so many illustrious visitors as they did the day Villard's trains stopped there.

As the trains rolled westward, all the stations and even farm buildings near the track were decorated with evergreens, wheat sheaves and other agricultural products, and crowds waited to catch glimpses of the travelers and cheer them on their way.

So it went, all the way to Gold Creek. Here, a pavilion, with a seating capacity of more than 1,000, had been erected. Overhead flew the national colors of the U.S., Germany and Great Britain. There was music, furnished by the Army's 5th Infantry band, which had come all the way from Fort Keogh. And there were speeches by Villard, William M. Evarts, former U.S. secretary of state, Frederick Billings, former NP president, H. M. Teller, secretary of the interior, and General Grant.

Following the oratory, 300 men laid the rails and drove spikes on 1,000 feet of uncompleted track, except for the last spike, which was driven by Villard and other dignitaries.

Much of the day's oratory was about the construction history, the "prophecy, faith and works" that went into the making of the country's first northern trans-continental railroad. But Frederick Billings was looking into the future when he addressed the rapt throng.

" . . . Putting all things together," he said, "who can fail to see that this great new highway is to be marked all along with prosperous communities, with schools and churches and a high civilization? Who can fail to see that it brings permanent peace with the Indians; that no more Custers are to be killed, no more regiments to be wiped out; that new States are to come here, new power and new wealth, and a new bond of unity to be added to our Government, and a new route opened to the world's commerce."

Then he added, with the same air of assurance that characterized all that he did as NP president from 1879 to 1881, "Things at the start are always, of course, a little crude, but all is coming that has been prophesied."

And it did. Within seven years after the driving of the last spike, the entire tier of Northwest territories had sufficient population to join the Union. Washington, North and South Dakota and Montana entered in 1889, Idaho and Wyoming in 1890.

Offering low-cost lands on the installment plan, plus free transportation aboard emigrant cars and trains, the railway had worked to populate its territory quickly, so that the new company would have enough business to make it a profitable investment.

According to NP's annual report for 1876, the population of the area between Duluth and the Missouri river rose from 4,500 in the fall of 1870 to 30,000 by mid-1876. In 1883 alone, there were 20,983 entries on government land within the limits of the railway's land grant, and these represented

approximately 16,000 heads of families. Records show that total immigration for 1883 was estimated at 30,000.

Summing it up a half-century later, a New York Times writer said, "The Northern Pacific carried the tide of settlement far out across North Dakota and Montana and contributed largely to the development of the Pacific Northwest. It created towns where none had been before, and made the fabulous wealth of the northern tier of states west of the Great Lakes accessible."

Henry Villard was the seventh president of the Northern Pacific. Nine men have followed him in that office, with the incumbent, Robert S. Macfarlane, becoming the railway's sixteenth president on January 1, 1951.

The NP, which began train operations in 1871, had gross revenues of \$7,855,459 in 1883. In 1962, the company recorded \$198,678,926 in revenues.

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NORTHERN PACIFIC RAILWAY COMPANY

Route of the *Vista-Dome* NORTH COAST LIMITED

ADVERTISING AND PUBLICITY DEPARTMENT

October 19, 1967

ST. PAUL, MINN. 55101

WALTER GUSTAFSON
Mgr. Advertising and Publicity Department

W. A. McKENZIE
Assistant Manager

JAMES A. HAGLE
Assistant Manager

Mr. Click Relander
City Editor
The Yakima Dailies
1114 North Fourth St.
Yakima, Washington, 98901

Dear Mr. Relander:

Thank you for your letter of October 16 and the tear sheet.

I found the story very interesting. As new material develops on the Wahluke Slope, we will keep you informed. We will also send photos as we get them.

I am happy to hear that you will be covering the White Swan Industries dedication. I would appreciate any photo coverage you can provide me at the actual dedication, and, of course, I will pay for the prints. I am enclosing some recent pictures which one of our company photographers made at White Swan. Perhaps these will be useful to you.

We will be happy to work with you.

Yours truly,

Manager, Advertising
and Publicity Department

WAG:mt
Encl.