

~~East Coast~~ Northwest Magazine, May, 1886

At the April meeting of the Northern Pacific board of directors it was decided to build a switchback road over the Cascade Mountains this season in order to open the short line from Eastern Washington to Puget Sound without waiting for the completion of the great tunnel

If the work is no heavier than engineers anticipate from preliminary survey, it will be open for moving the wheat crop next fall.

That year, Gold, Barbour & Swords, Walla St. NY quotations,

N.P. first mortgage bonds, ~~xxx~~ 115 7/8 asked; 116 bid

2nds 94 5/8 asked, 94/34 bid.

Several divisions, NP Common 25 1/2 and 26; np preferred 57

\* 3/8; 57 1/2; NP Terminals, 105 3/4; 106

total of 15 issues, NP and affiliates

NP Railroad Company land dept. Charles B. Lamborn, land commissioner, St Paul.

Paul Schulze, general land agent, Portland, for lands and town lots in Washington, Oregon and Idaho.

All along NP railroad and branches, government lands lying in alternate sections under Homestead, Pre-emption and Tree Culture Laws. More than half of all public land taken by private entry in U.S. G.O.R. during 1883, 1884 located in states and territories traversed by NP Railroad., 36 per cent filed in Dakota.

Offered: Ten year credit plan, break and cultivate one tenth ~~land~~ ~~per~~ ~~year~~, in first three years, build first. Terms one-tenth cash

5 year credit plan in Wash, Idaho, Oregon, Wis. Min, ND and Montana.

one fifth cash; (7 per cent) No requirement as to settlement

Rebates east of the MO, \$1 a ~~year~~ acre for broken and cultivated within first two years after sale.

Rebate of railway fare, one way land ticket, or one half price of round trip land explorers ticket, may be applied in part payment for 160 acres or more of company land in Minn and Dak, land tickets good only as far west as Dickinson, Stark Co. Da.

NP Town ~~1000~~ Railroad town lots. One quarter cash, balance three equal payments due in 4, 8 and 12 months after sale. Int on def payments 7 per cent.

Northwest, Published by E.V. Smalley, St Paul, Minn. historian

## Yakima--Railway Historical

Notice of the celebration of the 50th anniversary of the founding of the city of Yakima brought back memories of that period to T. Harris Bartlett of Portland, who as a transit man for the Northern Pacific Railroad in 1885 set the track centers at the rails were laid into the city of Yakima--if it could be called a city at that time.

"As I remember it" wrote Bartlett in a letter to the Yakima Morning Herald "there were at that time but two saloons, one church and a general store pitched in the midst of heavy bunch grass in the city plat.

"The city boosters--Col. Cavanaugh and Maj. Fred Reed--were however on hand even in that early day. The saloon men were equally prominent; their names escape me at the present although I remember the name of McDonald among them."

Bartlett said the photograph reproduced of Paul Schulze, western general land agent of the Northern Pacific at that time to whose foresight Yakima residents owe the establishment of their city.

The Northern Pacific corps at that period included, said Bartlett, C.S. Prowell, division superintendent, H.S. Huson, division engineer, C.V. Cooper, agent and C.G. Wands, W. Dorwin, F.G. Wheeler, H.B. Luman, H.C. Humphrey, J.G. Fairfowl, C.F. Reardon, A.M. Lupfer, W.H. Wightman, R.C. Satterley, J.Q.

Barlow, J.J. Donovan, George F. Brooks, W.H. Mumly and J.L. Smith.

"To my knowledge" said Bartlett, "only three of the group survive, Donovan, later of state-wide prominence as state chairman of the Republican party, is a successful lumberman in Bellingham, Barlow is consulting engineer of the Boulder

dam project at San Francisco I am the third.

Suicide, when he faced the charge of misappropriating funds of stockholders formed the dramatic but calamitous ending of the colorful career of Schulze. As representative of the railroad and head of the Sunnyside Irrigation project he was instrumental in launching the city of North Yakima and he superintended the removal from Union Gap to the present location.

He planned the arrangement of streets and parks and ordered the planting of trees along the streets. Pioneers said the building of Naches avenue in a pattern after the Unter den Linden in Berlin was his suggestion. He also planned the system of ditches along the streets which were to provide water for the trees and he obtained an appropriation of water for the canals.

At the time of the move from Union Gap Schulze had his office on South Front street south of the alley in the First block. Schulze was recalled as a high born remittance man from Germany, a man of polished manner and boundless energy who lavishly entertained government and railroad officials who visited him. He was a high liver and it was in his luxuriously appointed apartment in Tacoma where he lived with a Japanese man-servant that he took his own life in 1895-- Yakima Morning Herald, Sunday, May 5, 1935.

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## Railroad Accident 1887

Dealers state that the price of wood will be raised to \$5 a cord, owing to the increase of 45 cents a cord which the Northern Pacific has levied on this class of freight from Cle-Elum to Yakima. Until recently the freight rate per car was \$10 but it has been jumped up to \$13.75.--Yakima Herald, December 10, 1892.

...ident occurred on the  
...eyond Cle Elum. The  
...aborers was going  
...rate of speed when  
...tender first...All  
...nt to the front by  
...he injured 12.

...near, April 30, 1887

## Railroadwork 1886

The work of construction from Ellensburg to Green river makes a busy scene all along the line. There is at present a lull in track-laying for the want of rails. Ninety-five carloads of rails are on the way, to arrive in a day or two... The grade is practically finished to Cle-el-um—Republican.

We are informed that there has been but one man killed on Bennett's tunnel work since the 10th of June, and he was killed by a tree falling on him in front of his cabin, the result of a forest fire... There has been almost an epidemic of mountain fever raging for the past month... Out of 2000 men who have been at work on the line and under Dr. Morrison's charge directly only two deaths of occurred... In all the camps there are at least 2,500 men... —localizer.

— The Dalles Times-Mountaineer, Oct. 9, 1886

## NP Progress 1887

The track on the east side of the switchback has reached the summit ...There remains but 7 miles of track to lay to complete the Cascade division, which will be laid by the 30th of May...Thirty persons have been wounded and nine killed since the work began...Nelson Bennett has gone been given a contract for an extension of the Spokane & Palouse railroad 70 miles south from Belmont. He has commenced shipping his outfit, consisting of carts, scrapers, etc., from Ellensburg to the scene of work.

— The Dalles Times-Mountaineer, April 16, 1887

### Track laying

The railroad track laying was continued last Monday from bridge No. 4 which was reached on Saturday. Some 6000 to 6200 feet is being laid daily. The fifth bridge over the Yakima was to have been reached on Thursday. A pause will be made at that place for several days, when track laying will be resumed. After the fifth bridge is passed there will be no interruption for several miles. The great pull is to reach the coal fields in November, before the snow materially impedes the work. Some 65 men from Timberline were brought into the coal fields last week, to be employed in opening up the mines at once.

— The Daily Times-Mountaineer, Sept. 18, 1886

## Railways

The Northern Pacific has found the side-tracks at this point inadequate to its constantly growing business. A very short time ago a material addition was made to its trackage facilities at North Yakima and now another side-track of 1600 feet is being built to meet the requirements.

(Union)

The first annual ball of Decapod Division No. 402 of the Brotherhood of Locomotive Engineers will be given in the new Masonic temple at Ellensburg on February 10th--Yakima Herald, January 29, 1891.

## Railways

Twenty years ago three men, the late Judge Ed Whitson, J.F. McNaught and George S. Rankin conceived the idea of establishing a valley electric railway system. with Yakima as its center and organized the Yakima Inter-Valley railroad company. After five long hard years of work mingled with success and disappointments the present company, the Yakima Valley Transportation company was formed and taken over by the Union Pacific system. N.C. Richards was the first president under the new management and he remained in that position since.

It was the original plan to build lines into Naches, Antanum, Moxee, Sunnyside and the Yakima Indian reservation. Some 70 miles of road surveys were made and franchises secured from the county and

city administrations. The second step was to create interest among the people and get general support in the community. School house meetings were held. A. Spilawn was one of the leading characters in the early development of the entire system and later became president of the Yakima Valley Transportation company.

Financing was a step that loomed large following the interest creating campaign and to this particular phase were due many of the early difficulties. J.F. McNaught who now lives at Hermiston, Ore. went to New York to secure financial support. Rankin and McNaught went to St Paul to interview Charles Mellon, Northern Pacific president and get his signature to a traffic contract. After three weeks Mellon signed the contract and for a time financial aid seemed certain. ....It later developed that the NP board would not approve the act and as a result no support was forthcoming.

"The blow was most disappointing to us" Rankin recalls. "McNaught and Whitson dropped out of the work shortly after this and Rankin continued. He later went east on another business deal and while away other men

gained a franchise. for building the street car system. In order to hold their franchise it was necessary that at least three miles of track be completed and in operation by January 1, 1908.

Rankin returned from the east to find other interests in the field and an attempt being made to start work. At the end of eight months he consented to come into the new group with certain reservations. With less than four months to go a new board was formed Splawn was named president and Rankin vice president and general manager.

"I then went to Tacoma to purchase two street cars. There I found the street system under a heavy blanket mortgage and could not sell any equipment. To dogge the mortgage the cars were rented. They were unloaded from the NP train here a few days later and great excitement was caused. The public could not understand how the cars could run without tracks.

"We then started a campaign among the businessmen and secured pledge for about \$150,000. The track was laid from the state fair grounds to Johnson's corner, a distance of three miles as specified by contract with the city and county.

"On Christmas morning, 1907 we loaded the city and county dads on a car. Splawn turned on the electric power and we took the first ride over Yakima's new street railway and saved the franchise one week ahead of time.

All went well for a while but it soon developed that only \$110,000 of the \$150,000 was forthcoming. We had contracted obligations based on collecting the amount. To overcome this shortage the board was called together and it was agreed that each one of us would go to the four leading banks and use our influence to secure a \$10,000 loan for the company. Each man secured his loan and in order to get it each director indorsed all the notes," Rankin says.

"We realized that more capital would soon be needed and started to try to sell the system. The Milwaukee and NP were asked to buy it and both concerns refused. Robert E. Strahorn was building

## Northern Pacific

The new Northern Pacific passenger station which the citizens of North Yakima have been waiting for a long time, passed its second day of actual use by the public this morning.

The first tickets were sold from the new window at 9 o'clock on Sunday morning and the first train to receive passengers from it was No. 260, east bound, which left the station about 9:40.

.....Yakima Republic, April 29, 1910.

The Northern Pacific has finally definitely announced that it will extend its Sunnyside branch from Grandview to a point on the main line near Gibbon below Prosser.

On Thursday afternoon the road filed condemnation suits in superior court in order to secure some right of way for which an amicable adjustment would not be made.

This morning the road filed a plat in the land office showing the exact location of the proposed extension and fixed definitely the route that will be followed by the new road.

The proposed extension runs southeast from Grandview about a mile and then veers off to the east and follows in an easterly direction until it crosses the river and joins the main line near Gibbon. The new road is almost wholly in township 9. The extension is about 13 miles in length.

The suits were filed against A. R. McLane and wife, John S. Kurtz and wife, George H. Blunt, Peter Fitzgerald and wife, George E. Griffin and wife, A. R. McLane and wife, W. H. Whitney and wife and C. Deike. Although only a little over three acres is sought.

The extension follows a line below the Sunnyside canal for almost its entire distance. This takes it through a rich, productive country where land values are quite high.

People living on the present branch point out that the road will receive more business from the branch than from the old portion of the main line from Toppenish to Gibbon. On the branch are located

the towns of Grandview, Sunnyside, Outlook and Granger while on the main line are only Prosser and Mabton. Yakima

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## Railroads

During the week a mandamus or injunction to compel the railroad company to stop trains at the old town has been one of the principal topics of conversation.

It is argued that where a post office is within a quarter of a mile of the track the railroad company must deliver the mails but the fact is overlooked that the tri weekly mail service of Darland's stage line from Answorth here is transferred to the cars simply by tolerance and that the road is in the hands of the construction department and will be so conducted until the track is completed to Tacoma therefore any attempts to compel the company to do business as if the road was in the hands of the operating department will be futile. The Washington Farmer, Jan. 24, 1885.

## Railroads

Thomas Cooper, formerly mayor of South Bend and later manager of the Northern Pacific Coal company has been appointed general land agent of the Northern Pacific to fill the vacancy of the Northern Pacific caused by the removal of Paul Schulze. Mr. Cooper's many friends in Yakima felicitate him on his good fortune--Yakima Herald, April 18, 1895.

A telegram was received here late Friday night announcing the death by suicide of Paul Schulze at Tacoma. ..

Mr. Schulze placed a 30 caliber Smith & Wesson revolver to his temple and fired. It was after 4 o'clock in the afternoon when the servant again visited his room and discovered the body.

The direct cause of Mr. Schulze's act was undoubtedly due to mortification over his removal from the position in which he had so long and aggressively fought for the interests of the railroad company and to his heavy and growing financial cares. His principal properties, the Tacoma street car lines and the Sunnyside canal were both in the hands of receivers and his obligations are said to have amounted to over a quarter of a million dollars, considerable of this being to friends for accommodations which were unsecured beyond the exchange of personal notes. This fact was the source of much mental depression.

Judge J.B. Reavis, the attorney of the Yakima investment company, who returned last night from Tacoma states that the death of Mr. Schulze will have practically no effect upon the affairs of the company. Yakima Herald, April 18, 1895.

## Railways

Railway building reached a lower point in 1895 than in any other year of the last 20. In only two years since 1865, thirty years ago, has so small a mileage been built.

Our records for 1895 show only 1,782 miles of track laid, a tremendous decline from the great year 1887 when almost 13,000 miles were put down.

In the eight years since that time the decrease in construction has been great and continuous, and this year the total built was only about 100 more than in the year 1855, forty years ago.

Of the forty nine states and territories into which the country is now divided fifteen made no increase in railway mileage last year.

The largest mileage laid was in Texas, 224 miles, followed by Indian Territory with 150, California with 96 and Ohio, Pennsylvania, West Virginia, Maine and Georgia with between 80 and 90 each.

In Minnesota 33.96 were built, Iowa 11.66; Wisconsin 35.50 Montana 10.10, Washington 2.61.

The railways of the United States on Dec. 31, 1895 will aggregate a little over 181,000 miles--Railway Age, January, 1896.

NP Paul Schulze

Defalcations of Paul S chulze who suicided April 12, 1895, in Tacoma have been discovered to aggregate \$1,542,000. It seems that a great company like the Northern Pacific would hold better s rings on one who held such an important position as the late Schulze.

Much of the money used by Schulze went to build Tacoma and develop the Yakima valley. Schulze was far more honorable than the wrecker of railroads. He did the world some good and the generation to be--  
Klickitat Republican, March, 1896.

## Grazing land

NP

Several weeks ago Judge Hanford at the request of the Northern Pacific railroad company issued an injunction restraining all sheepmen, horsemen and cattlemen along the line of railroad in the state of Washington from pasturing horses, cattle and sheep on land owned by the railroad company.

The case was called up in the United States court at Walla Walla last week but by stipulation with the adverse parties was continued until next term. The railroad officials claim they pay many thousands of dollars in taxes on the land used by the stockmen. They say the restraining order's purpose is to save the range from being ruined entirely.

Several sheepmen claim that while the railroad company has been reasonable with them, the interest is to force the owners of stock either to lease or purchase lands from the company. By the terms of the stipulation nothing will be done towards enforcing the restraining order until June 15 by which time the sheep shearing season will be over.

Cattlemen and horsemen will select lands desired and either lease or purchase from the company-Yakima Herald, May 21, 1896.

The Northern Pacific now starts two trains from St Paul and two from the Sound and Portland daily. There are fourteen trains daily. They move along the 2,000 miles between Portland and Duluth and aggregate more than 100 cars of various sorts.

Train No. 1 will leave St Paul at 8:55 a.m.; train No. ~~0000~~ 3 at 10:45 p.m. , after all trains have arrived from the east and south, morning and evening. Train No. 2 will leave Portland at 11:30 a.m. and No. ~~0000~~ 4 at 11 p.m. arriving at St Paul 2 p m and 7:30 p.m., respectively in time for all departing trains eastward.

One train goes via Helena, Mont. and one via Butte in each direction. These trains run through the most important cities in the northwest and are hauled by new and enormous Schnectady locomotives making when necessary 75 or 80 miles an hour. Inquiries regarding this new train service may be addressed ~~to~~ to any Northern Pacific agent or to A.D. Charlton, assistant general passenger agent, Portland, Ore--Yakima Herald, June 1, 1899.

Action of the Northern Pacific and Burlington railroads in establishing a twice a week tourist car line between Seattle and Kansas City is a step in the right direction. It means that it is now possible to get aboard a car at any point in Washington, Idaho, Montana along the main line of the Northern Pacific and go through to Kansas City without changes or delays of any kind. Cars leave North Yakima every Monday and Friday arriving at Lincoln, St Joseph and Kansas City following Thursday and Monday. Close connections are made at Lincoln, ~~St Joseph~~ with solid vestibuled trains for Omaha, Peoria, Chicago and St Louis. M.P. Benton, Puget Sound agent at Seattle, Wash, June 1, 1899.

## Northern Pacific

The Northern Pacific has put a switch engine at this place to remain permanently. It was put into service on Tuesday and is in charge of Engineer G.W. Sleet of Ellensburg.

The need of a switch engine has been felt here for some time and it is thought that the congested condition of the side tracks will be somewhat relieved in the future - Yakima Herald, Oct. 17, 1901.