



Northern Pacific Railway Company.
Engineering Department Records.

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N. P. RY. CO.

OFFICE OF Chief EngineerFILE NO. 2267

SUBJECT:

Waterville - to Kennebec
Northern Southern Ry Co
Puerto Rapids Ry Co

WLD-G

January 22nd, 1908.

Mr. Howard Elliott,
President.

Dear Sir:-

Referring to the Northern & Southern Railway,
which has completed location in the Waterville country.

I beg to hand you herewith copy of letter from
Mr. A. L. Rogers, President of the concern, to Mr. Croswell,
together with map showing approximate location.

Yours truly,

Encl.
On Idaho Division:

Chief Engineer.

Northern Pacific Railway Company.

Spokane, Wash., Jan. 20, 1908.

Mr. W.L. Darling,

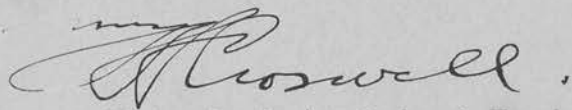
Chief Engineer,

St Paul, Minn.

Dear Sir:-

I enclose herewith communication received from Mr. A.L. Rogers, Pres. of the Northern & Southern Ry. which may interest you as it expresses rather fully the basis and purposes of that project. I understand that Mr. Rogers is a son to old Major Rogers, and the I.W. Matthews referred to in his letter is the Chief Engineer of the corporation and a man of considerable experience in railroad location and construction.

Yours truly,



Principal Assistant Engineer.

THC-A.

WATERVILLE COMMERCIAL CLUB

R. C. LITTLEFIELD, SEC'Y

Waterville, Wash., Jan. 15, 1908. 190

Mr. T. H. Croswell,

Prin Asst Engineer N. P. R'y,

Spokane, Wash.



Dear Sir:- Your old friend I. W. Matthews handed me your letter of Dec. 19th. He has been very much under the weather for the past year, and is now on the Coast for his health, and I am pleased to state he is much better. You asked for information regarding the Northern & Southern R'y Company's line which runs from Waterville, Douglas County to Pasco or Kennewick on your main line. I enclose you a newspaper clipping of the only public statement that we have made, which explains our situation, also a Washington Railroad Commission map, showing our route, and a Blue Print of the north part of Douglas County. We have about ten miles of $1\frac{1}{2}\%$ grades getting down from the table land of the Big Bend Country to the bottom of Moses Coulee, with comparatively light work. In Moses Coulee and the Columbia Valley we use nothing greater than five tenths and no adverse grades. Our maps have been approved by the General Land Office at Washington D. C. We are working quietly getting our right-of-way on the Northern end, and making up tonnage statistics, etc. The results are very flattering and it is beyond question that we have one of the best tonnage getting propositions in the Northwest. The country North of the Great Northern main line, West of Grand Coulee, ~~---~~ will produce ten millions bushels of wheat. It is a prairie country very much like Iowa, and will soon all be un-

WATERVILLE COMMERCIAL CLUB

R. C. LITTLEFIELD, SEC'Y

Waterville, Wash., 190.....

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der the plow. The incoming tonnage will be equal to about one third of the outgoing tonnage. South of the Great Northern main line to Kennewick there will be a great developement in wheat, live stock and fruit tonnage. As you will see by the map, we cross the Great Northern main line, the Milwaukee and St. Paul, the North Coast, and can tie up with the O. R. & N or the Portland and Seattle R'y. We will also be at the head of navigation at the foot of Priest Rapids and the way the people of the Northwest are clammering for an open river, it will not be more than two years before the Columbia will be opened to tide water. We feel that this great low tariff wheat tonnage of Douglas and Lincoln Counties should be moved down these water grades to tide water, through the Columbia River Canyon, thereby relieving the congested condition of the railroads over the Cascade Summits, also greatly reducing the cost of transportation on same. Then to, all the Railroads at their terminal have only Warehouses for handling wheat in the sack. Now the only way we can hold and raise the values of the Agricultural lands of the Inland Empire will be by reducing the cost of production and the cost of transportation, and this wheat must be shipped in the Bulk, and the Columbia River Canyon holds the key to the situation. There are really only two great Railroad Systems in the Northwest, Harriman's and Hill's. The Milwaukee, the O. R. & N. and the Union Pacific Companies are as closely allied to each other as the Northern Pacific and the Great Northern Railroads, and their traffic arrangements are the same.

A. L. ROGERS, PRESIDENT
I. W. MATTHEWS, VICE-PRES.
GEO. P. WILEY, TREASURER

OFFICE OF

TRUSTEES { A. L. ROGERS
GEO. D. BROWN
J. M. FRIEL

WATERVILLE COMMERCIAL CLUB

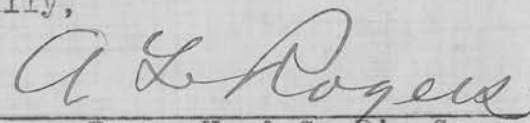
R. C. LITTLEFIELD, SEC'Y

Waterville, Wash., 190.....

#3.

One has the North bank and the others the South bank of the Columbia River. This fact makes it possible to establish large terminal elevators at some common point where all the wheat of the Pacific Northwest can be handled at a minimum cost in the bulk. As a North and South road cross the State on Water grades, East of the Cascade Mountains, crossing the many transcontinental railroad lines fully justifies our existence as an independent road, and with the advent of joint rates, places us in an admirable position to choose our friends.

Very respectfully,


Pres. N. & S. R'y Co.

Rogers & Howe

Dealers in

General Merchandise

Waterville, Wash.,

A short synopsis of our tonnage statistics may enable you to better interpret our position. You can see by the maps that there are 43 Townships of agricultural land tributary to the Northern and Southern Railway line as projected. This territory is exclusive of the country that is tributary to the Great Northern main line and would not come to it. As there are 23,040 acres in a township, and allowing 3,040 acres for county roads and waste land in each township, we have 860,000 acres of the best agricultural land in the Northwest. Now taking the whole of this territory on a wheat basis, and figuring 25 bushels per acre, and anticipating that one-half of the land would be in summer fallow each year (which should not be), it would give us an average of $12\frac{1}{2}$ bushels each year on the 860,000 acres, which is equal to 10,750,000 bushels. Allowing 2,750,000 bushels for home consumption, feed and seed, we have left 8,000,000 bushels for export, or 240,000 tons, or 40 cars per day for 300 days of the year.

Besides this there are more than a million acres of grazing land in this vicinity, which taken with the byproducts of the farm lands, will mean many carloads of live stock for shipment. So much for the out-going tonnage on a wheat basis.

The in-coming freight will be great for the next ten years, as it being a prairie country, it will require large quantities of lumber for necessary improvements. Also for the same reason, all of its fuel will have to be shipped in. The holdings of the individual land owners are small, - there are no large farms, and it therefore does and will support a very large population, and it is safe to state that the in-coming tonnage will be equal to one-third of the out-coming tonnage, or about 80,000 tons.

WLD-G

January 5th, 1908

Mr. R. W. Clark,
Building.

Dear Sir:-

Referring to your letter of the 11th ultimo relative to the proposed railroad called the Northern & Southern, from Waterville down Moses Coulee, and the Priest Rapids Railway.

I wrote you about this on the 12th December. Please note attached copy of letter from Mr. Croswell under date of 30th December relative to the same matter.

Yours truly,

Encl.
At Spokane:

Chief Engineer.

Northern Pacific Railway Company.

Spokane, Wash., Dec. 30, 1907.

Mr. W.L. Darling,

Chief Engineer,

St Paul, Minn.

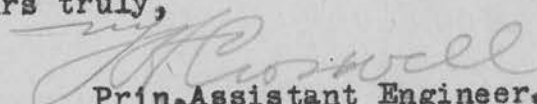
Dear Sir:-

In reply to yours of Dec. 12th re Northern & Southern Ry. and the Priest Rapids Ry.:

There is nothing now on record at Yakima Land Office concerning either. Maps have been transmitted to Washington, but the map of the Northern & Southern has been approved by Secretary of Interior, while that of Priest Rapids Ry. has not, altho filed. This latter project is understood to be a project of the Hanford Irrigation Co. which is building a dam at Priest Rapids, and irrigating lands west of Columbia River. I have not been able to locate route, nor termini yet.

The Northern & Southern is currently reported to be a Great Northern project, but seems to connect with North Coast. Their location is shown on latest Railway Commission map closely following the river on the east side from Waterville to Pasco. *shown on attached map* I noticed one of the Engineers was I.W. Matthews of Waterville, an old friend of mine, and have written him for such information as he cared to give, but have no reply as yet.

Yours truly,


Prin. Assistant Engineer.

THC-A.

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COPY

WLD-G

St. Paul, December 12th, 1907.

Mr. R. W. Clark,-

Referring to matter of lines down
the Columbia River from Rock Island and Waterville to
Kennewick.

It seems that the Great Northern have investi-
gated the Northern & Southern line, of which Mr. A. L. Rodgers
is President, and A. E. Case, Secretary, both of Waterville,
Washington. They will sell for \$5,000.00. Matter has
been investigated by the Great Northern with result that
they have nothing that is worth \$5,000.00 to sell.

Am having the matter looked up.

W. L. Darling.

WLD-G

St. Paul, December 12th, 1907.

Mr. T. H. Croswell,

Principal Assistant Engineer,

Spokane, Washington.

Dear Sir:-

It is stated that there are two Railroads incorporated for constructing along the Columbia River, one called the Northern & Southern Railway, from Waterville down Moses Coulee and the Columbia River to Kennewick, and another called The Priest Rapids Railway, from Rock Island on the Great Northern to Kennewick.

Will you please find out what you can of these two lines and let me have result of your investigation. It is stated the Priest Rapids Railway have filed map with the Government to secure right of way over Government land. You can determine the truth of this by investigating at the General Land Office of that district.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company.

Wc

Saint Paul, Minnesota, December 11, 1907.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:

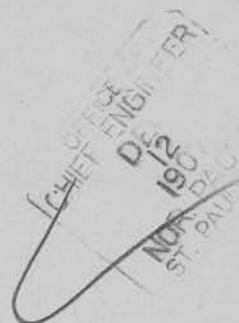
Mr. Plummer has given to Mr. Cooper some information regarding a proposed railroad called the Northern and Southern Railway, from Waterville down Moses Coulee and the Columbia River to Kennewick, and another line called the Priest Rapids Railway, running from Rock Island on the Great Northern, to Kennewick.

Will you please have your local people find out all they can about these two lines, and give me any information that you can get. I understand that the Priest Rapids Railway have filed map with the Government to secure right of way over Government land.

Yours truly,



N. S. t



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