

transportation property in the world; having a traffic contributory to it in various communities unequaled, and undeveloped resources that no carrying corporation in the world today possesses.

Its kindred corporations, and they have been many, like a lot of poor relatives, have always been its ruin. Henry Villard was right when he referred to it as a "Benevolent Monopoly." Its first cousin was the Lake Superior & Puget Sound Company, which claimed all the available townsites from Duluth to Whatcom; it is now deceased. Its second cousin was the Northwest Construction Company, which made \$5,000 a mile in building the Minnesota Division and died in affluent old age. Its third cousin, the Tacoma Land Company, is now in bad health. Its fourth cousin, the Montana Improvement Company, that wanted all the railroad's timber in the inter-mountain district, is now on leave of absence — it left nothing but the stumps to show for its stay here. Its fifth cousin, the Oregon Improvement Company, got its best lands in the Palouse country, and now has designs on its coal properties; it is in vigorous health. Its brother-in-law, the Great Northern, is doing well.

Its stepfather was the Oregon Transcontinental Company — Oregon Transcontinental Survey — was organized and an army of savants was sent through the northern tier of states to report on its resources, including everything from a mosquito to Puget Sound salmon; so much data was collected at a great expense that it could never be digested or made of use.

HANFORD W. FAIRWEATHER.

COMMENT ON MR. FAIRWEATHER'S ARTICLE*

This is rather a cursory sketch of some incidents that occurred in the construction of the Northern Pacific Railroad. The protection of the timber on Puget Sound on the odd numbered sections that was withdrawn from sale for the ultimate benefit of the company was entrusted to the undersigned during 1870 to 1874 as mentioned in the sketch.

Mr. Fairweather remarks, correctly enough, that "He seized large rafts of logs and spent a great deal of company funds and finally checked these depredations."

Mr. Fairweather, however, omits to state the fact that the logs thus seized were sold at auction, or redeemed by the loggers, and the funds thus derived more than paid the entire cost of protection, being in round numbers \$10,000.

*The late General Hazard Stevens was one of the contributing editors of the *Washington Historical Quarterly*. Being mentioned in Mr. Fairweather's article, he was asked to comment on the manuscript.—Editor.

Mr. Fairweather remarks that the company by the end of 1873 had completed nearly 108 miles in Washington from Kalama to Tacoma. This should be 143 miles.

I think Mr. Fairweather is mistaken in attributing the failure of the company in 1883 to the great Golden Spike drive when a large number of prominent and wealthy men were taken across the continent on the Northern route. As one who participated in that expedition I am sure that nearly all the parties were highly pleased with the country and the road and their resources.

The real cause of the failure was the sudden fall in the stock market. At every stopping place the guests were hurrying to the telegraph station and found constantly falling quotations which recorded heavy losses for many of them and, of course, they were in no mood to invest in anything. This I think was the real cause of the road's failure at that time.

HAZARD STEVENS.

RAILROAD CAREER OF MR. FAIRWEATHER

Hanford W. Fairweather was born at St. Johns, New Brunswick, May 20, 1852, and entered railroad employment as a brakeman on the Vermont Central at Nashua, New Hampshire, in the spring of 1870. After a few months service he went to Milwaukee and entered the employment of the old Milwaukee & St. Paul as a brakeman in the yards at Milwaukee. From there he proceeded to Milwaukee Junction with the Northern Pacific Railroad below Duluth, and during the winter of 1870-1871 worked as fireman and at craning a steam shovel.

In 1871, General C. L. Rosser placed him, in company with Mike Craig, in charge of two pony locomotives, the "Otter Tail" and "Minatonka," from Duluth to Kalama, Washington Territory. The locomotives were brought West over the Union and Central Pacific and up the Pacific on a barge from San Francisco to Kalama. They were the first two locomotives used on the western end of the Northern Pacific Railroad.

Mr. Fairweather entered the shops at Kalama as chief clerk. In 1873, after the failure of J. Cooke & Co., he went into the general office at Kalama, and a few weeks later was appointed auditor, cashier, and general freight and passenger agent for the Pacific Division—extending from Kalama to Tacoma, where he remained until 1877.

In that year he was appointed general freight and passenger agent of the old Oregon Steam Navigation Company with headquar-