

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.

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#### 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-

ters at Portland, Oregon. He remained there two years in the employment of the company which operated a line of steamboats from Astoria to Lewiston, Idaho, in connection with the portage railroad.

In 1879 he was appointed vice-president and general superintendent of the Walla Walla & Columbia River Railroad with headquarters at Walla Walla, the property consisting of 45 miles of narrow gauge railroad (the old Baker Road) from Wallula to Walla Walla, and from Walla Walla to Milton and Weston. During his superintendency of the road it was practically rebuilt.

In the latter part of 1880 he was appointed division superintendent of the Oregon Railway & Navigation Company, whose property consisted of 45 or 50 miles of broad gauge railroad from The Dalles to Blalock, and from Umatilla to Walla Walla, with steamboat navigation between Blalock and Umatilla. The headquarters of the road were at Walla Walla.

In 1881 he was appointed division superintendent of the Pend Oreille Division of the Northern Pacific Railroad, in charge of construction and operation from Wallula Junction to Sand Point, Idaho, with headquarters at Ainsworth, Washington Territory. At this time track had been laid from Wallula to Twin Wells, and the rough grading was completed practically to Westwood (Rathdrum) Idaho.

He remained with the Northern Pacific Railroad until 1883, during which time the construction of the Pend Oreille Division was completed and the shops and railroad buildings completed. In 1883 he left the service, settling at Spokane, Washington, where he has since resided. In March, 1874, he married at Kalama, Washington Territory, Matilda Curtis of Kalama; their family consists of two sons and two daughters: Sprague, Hanford, Ether (Mrs. Sidney Smith) and Mattie (Mrs. Walter Brubaker).

WILLIAM S. LEWIS.

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NOTE.—Mr. Fairweather died at his home in Spokane on March 30, 1919, after the above biographical sketch was in type.—EDITOR.