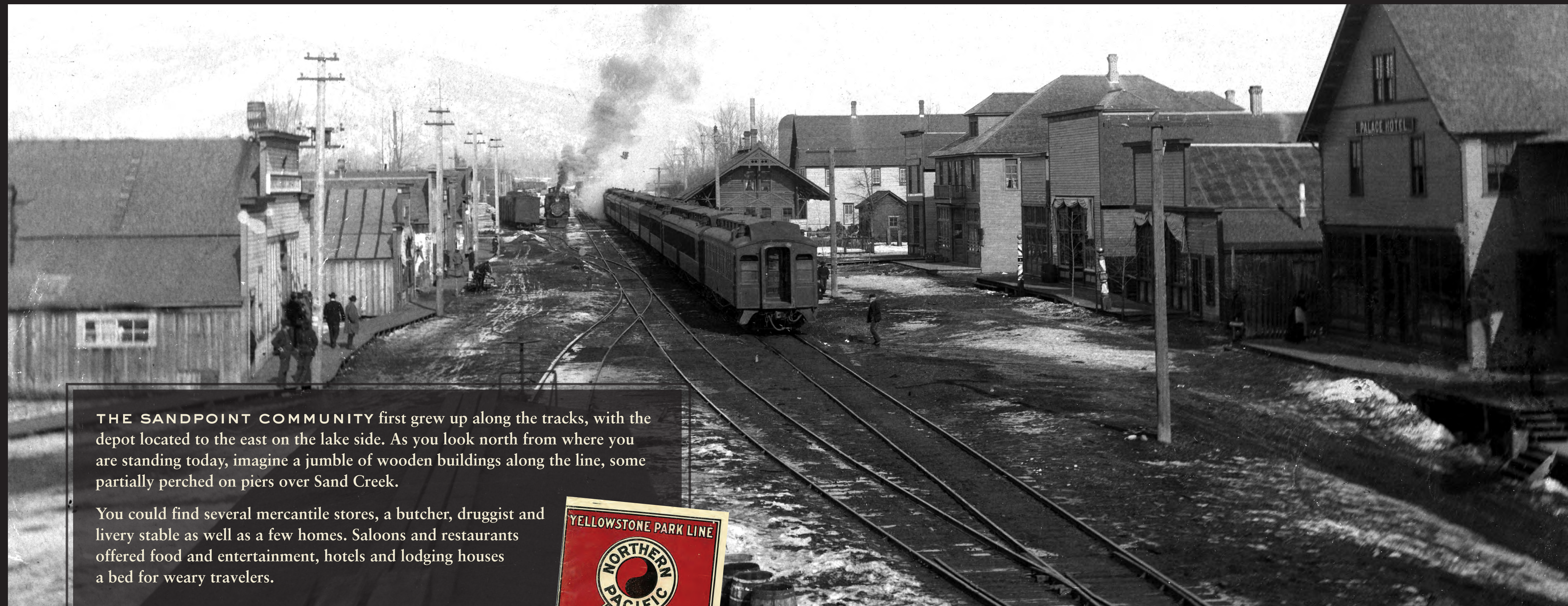


BUILDING A COMMUNITY

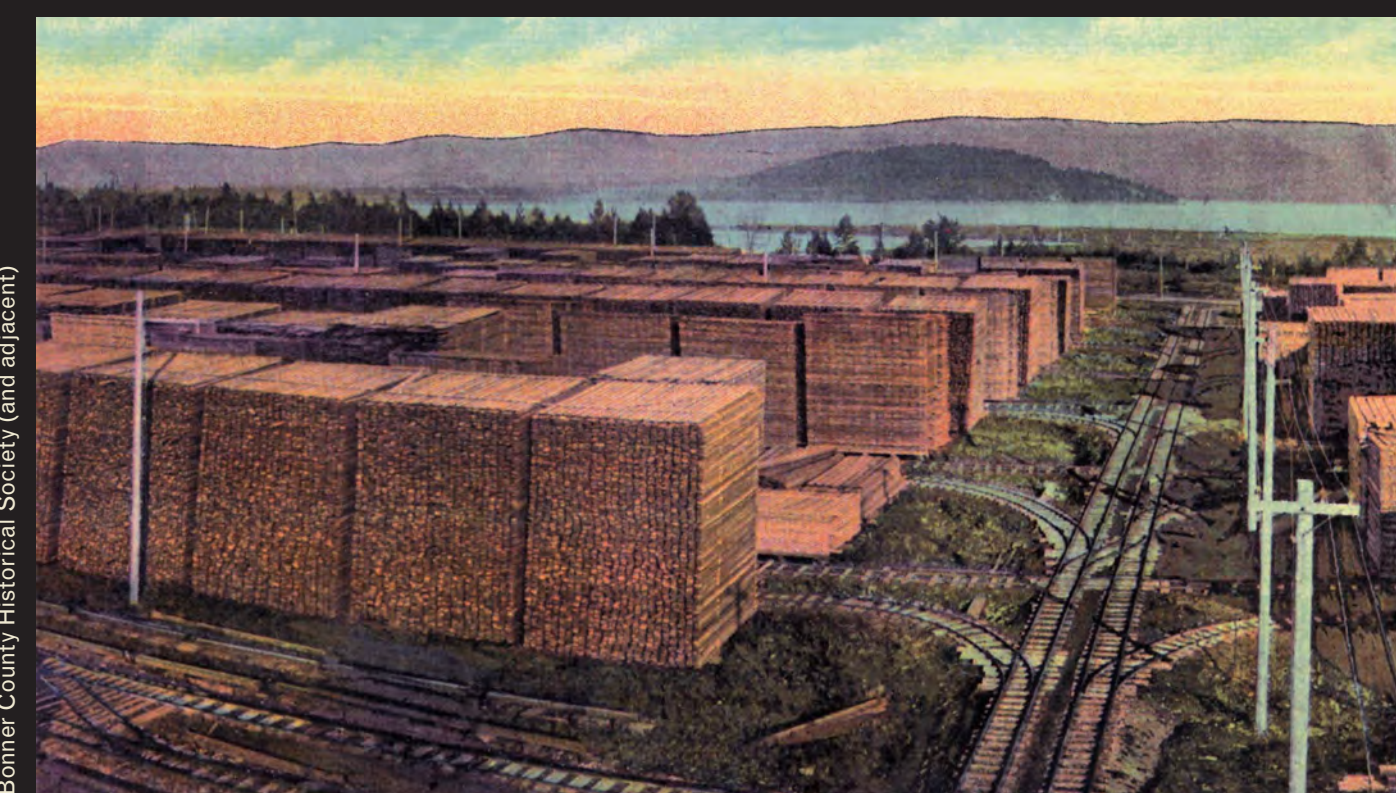
Sandpoint was born a railroad town like many other stops along the line. Once the Northern Pacific was completed in 1883, rail service brought new people to the region and provided an essential link to the rest of the country...and the world.

Even in far-away North Idaho, residents had easier access to a variety of goods as well as a means to ship local products to distant markets.



THE SANDPOINT COMMUNITY first grew up along the tracks, with the depot located to the east on the lake side. As you look north from where you are standing today, imagine a jumble of wooden buildings along the line, some partially perched on piers over Sand Creek.

You could find several mercantile stores, a butcher, druggist and livery stable as well as a few homes. Saloons and restaurants offered food and entertainment, hotels and lodging houses a bed for weary travelers.



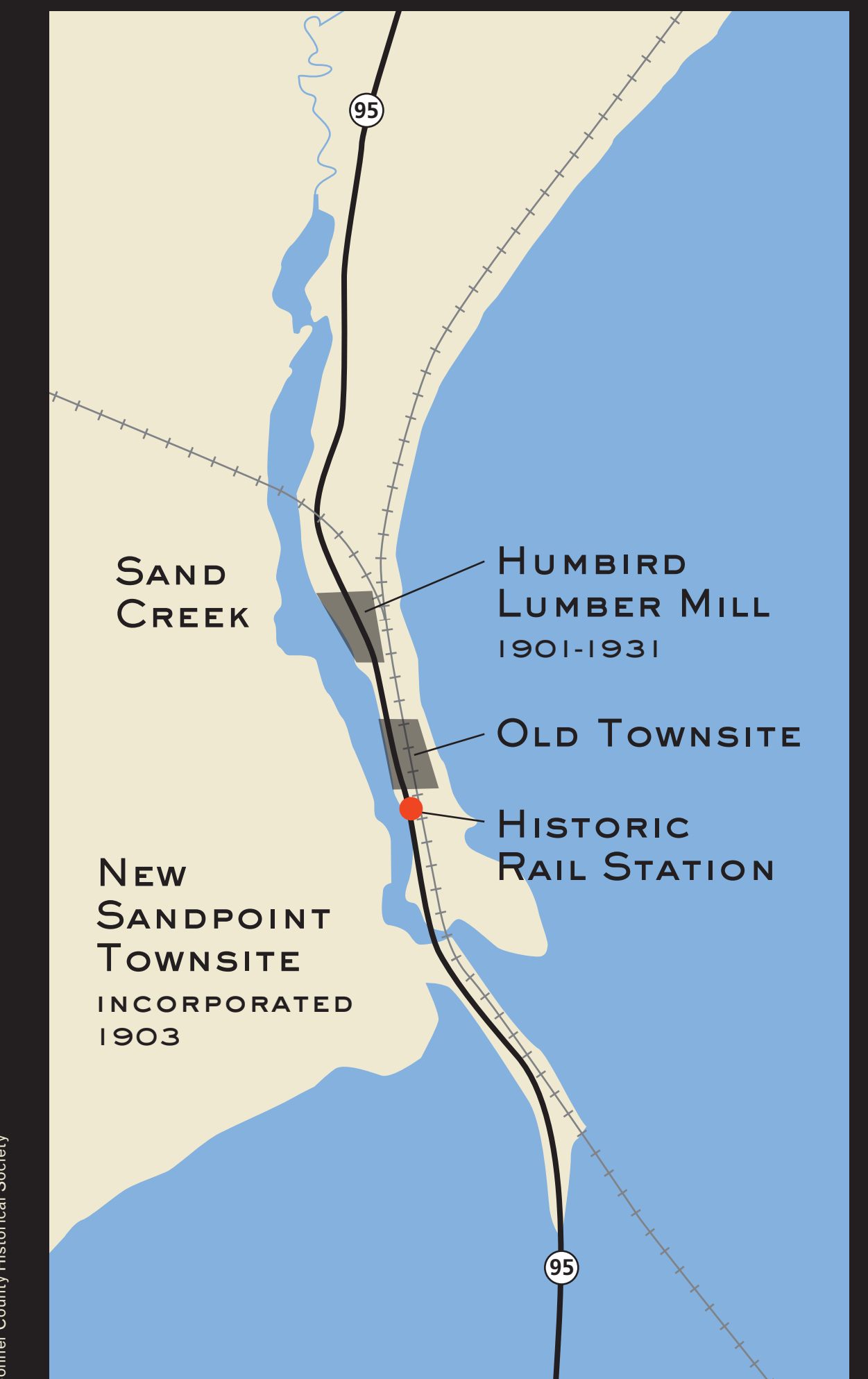
Industry also got its start in Sandpoint along the Northern Pacific. During railroad construction, money could be made cutting poles, firewood or logs for ties. Sandpoint's first substantial sawmill and shingle operations were built directly north of town near the lake.

Later in 1903 the Humbird Lumber Company, backed by the Weyerhaeuser family, purchased these facilities, modernized and began shipping carloads of lumber by rail. The community's population tripled as the mill hired a much larger work force.



Most of the original town stood on the right of way owned by the railroad. When L.D. Farmin and his wife platted their land across Sand Creek in 1898, many families and businesses purchased lots and moved to the new site, where there was more room for growth.

After 1907 the Northern Pacific stopped leasing its property, and slowly the old town disappeared as buildings along the tracks burned down or were demolished. The railroad remained an essential element of the community's economic health, but over time, as roads replaced rails, its impact lessened.



Sandpoint continues to remain a stop on the line, and its historic depot, built in 1916, is a reminder of the Northern Pacific's role in building the Sandpoint community.



MOVING ON DOWN THE LINE

Why construct a railroad through this remote area of North Idaho? Critics joked that the idea for the Northern Pacific was “a wild scheme to build a railroad from Nowhere, through No-Man’s-Land to No Place.” But supporters dreamed of coast-to-coast connections that could tie the Pacific Northwest into a worldwide network of trade and transport.

WANTED!

300 CHOPPERS

For clearing Right-of-Way and Logging on the Northern Pacific Railroad, at Lake Pend Oreille, Idaho Territory.

**WAGES, \$50 PER MONTH.
AND BOARD.**

WORK WILL LAST DURING THE WINTER.

APPLY TO

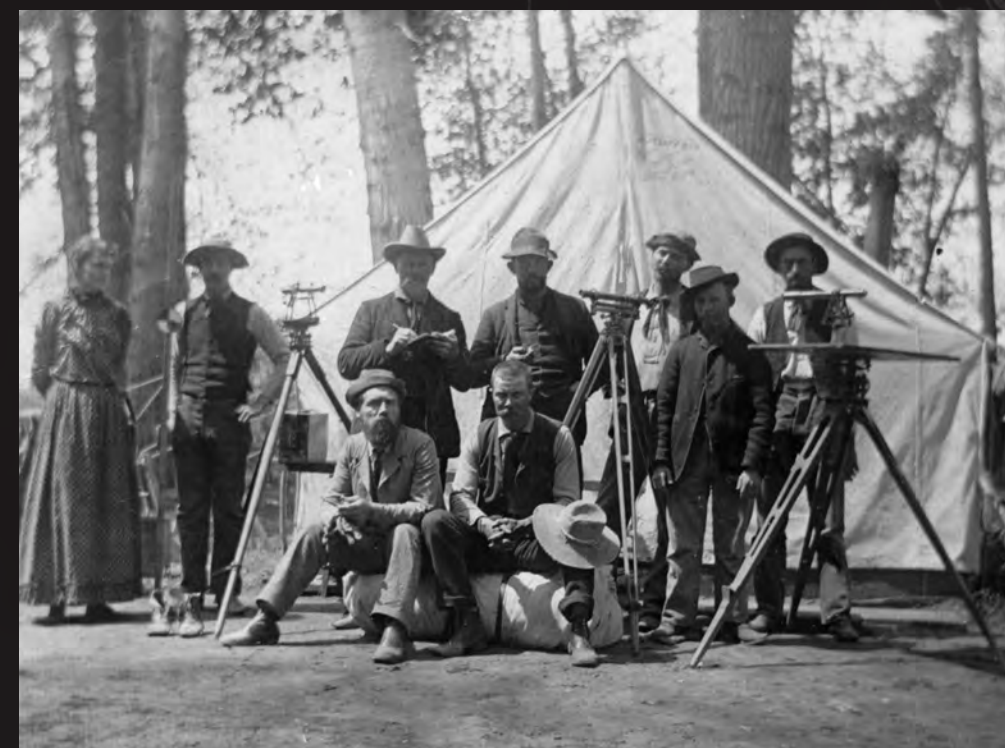
J. G. DOW,

Agent N. P. R. R.

International Hotel, San Francisco.

From 8 to 9 A. M. and from 12 to 1 and 6 to 7 P. M.

PAID BY CONTRACT.



Bonner County Historical Society

An 1853 government survey led by Washington Territorial Governor Isaac Ingalls Stevens had found that a route around Lake Pend Oreille and along the Clark Fork River was the most practical for a northern transcontinental line, avoiding a steep and torturous passage through the Bitterroot Mountains. Later railroad engineers agreed.



SPokane

To:
TACOMA
SEATTLE
PORTLAND

RATHDRUM

Construction of the Northern Pacific began in 1870 but financial difficulties caused years of delay. It was not until 1881 that the noise of men and machinery relentlessly pushing the line forward interrupted the stillness of the North Idaho forests.

Overnight towns sprang up to provide services for the workers ...and often to take advantage of them. Many early railroad construction towns like Sandpoint had wild and woolly reputations. In a wilderness community dominated by single men, drinking and gambling were the main entertainment; violence often followed. When “bad elements” caused trouble, vigilante justice sometimes prevailed.

SANDPOINT

COCOLALLA

GRANITE

LAKE
PEND OREILLE

CLARK FORK RIVER



Bonner County Historical Society

Once railroad crews had worked across the Spokane Valley and headed north through Rathdrum and Granite to Cocolalla, they faced a new challenge—the nearly two-mile crossing of Lake Pend Oreille. The longest trestle on the entire Northern Pacific line was built here before the men moved on to conquer the next hurdle—the steep terrain that would lead them to the final spike at Gold Creek, Montana, in 1883.

— MEL GRIMMER,
SANDPOINT BOARDING HOUSE PROPRIETOR

The sound of hammers striking steel rang across Lake Pend Oreille as tracklayers drove spikes for mile after mile of rail. Before this crew, thousands of other men—surveyors, fellers, teamsters, graders—had passed through the area to build the Northern Pacific Railroad.

Waves of workers lived in temporary camps and boarding houses, spent hard-earned wages in makeshift saloons, and then, once their job was complete, moved on down the line.



Oregon Historical Society

As many as 4000 Chinese immigrants—more than half the work force—provided the back-breaking labor for the construction effort from Sandpoint to Clark Fork and beyond. Men of many other nationalities also helped to build the line. Most moved on, but a few eventually returned to make North Idaho their home.

To:
HELENA
BISMARCK
MINNEAPOLIS
DULUTH