

The Ranch

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Historic Engine

B. F. Brock, an honored pioneer and citizen of the southwest part of Cowlitz county, Wash, and who has been in this section for more than 37 years, nurses in a well covered shed, a relic of pioneer logging days in the way of a six ton locomotive. It was first used on the Columbia river by the logging firm of Ordway & Weidler in the construction of their railroad.

The road was completed about the 10th of May, 1883, and then the "Little

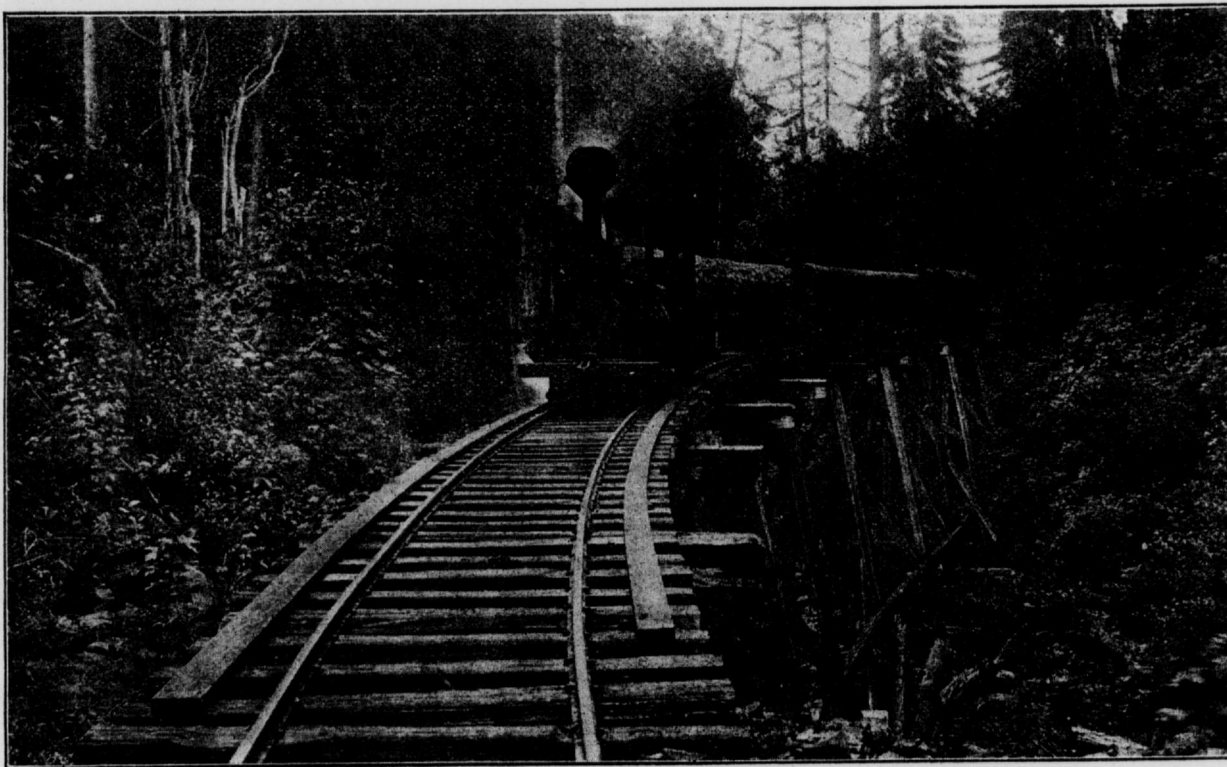
from the Columbia river, and was used up to the spring of 1890 for the purpose of transporting logs, and was then discarded for a larger engine of modern type.

The engine is a curiosity to those who know anything about early logging days, and many a sightseer has stopped to view the "Little Ant." It is kept preserved by Mr. Brock as a relic of early logging days, and is now stored at Stella, Wash.

This week Geo. W. Weidler & Julius Ordway received from Seattle a narrow gauge locomotive to be used on their logging railway near Oak Point. Speaking of the departure of the engine, the Post Intelligencer says: "The little locomotive 'Ant' the first railroad engine ever brought to Puget Sound, arrived here in 1874, and for a long time did service on the old portage road for the Seattle Coal & Transportation Company, and since has been used as a yard engine for the Columbia & Puget Sound Railroad Company, was sold to a company of Oregon loggers the other day, and shipped up the Sound on the Emma Hayward and sent over the Olympia and Tenino road, and from Tenino shipped on a flat car to Kalama, from which place it will be taken to its

Shall We Buy The Meadows

The county commissioners, at the request of the trustees of the King County Fair, have submitted to the voters of the county the proposition of buying The Meadows for permanent grounds for the King County Fair. The tract comprises 94.5 acres, this being the entire tract left of The Meadows, save two acres occupied as a country home, by Mr. P. F. Purcell. The tract reaches the Pacific Highway, which is also the county road, its



"THE ANT."

Pioneer Logging Locomotive of the Columbia River. Now housed as a relic by its owner, Mr. B. F. Brock of Stella, Wash. (From a photo taken in 1889.)

Ant" commenced its task of pulling the train that carried the logs from camp to the Columbia river.

The little engine was such a novelty at that time that it took the eye of every newcomer in this section of the country. Even the country blacksmith, whose shop was in close proximity to the road, would invariably drop his tools and lose a precious moment or two in sizing up the little "iron horse" as it passed by.

On the 5th of May, 1883, it was put in actual use in this section. It was bought by B. F. Brock in October of the same year. Mr. Brock at that time had a large area of timber land on upper Coal Creek. The little engine was moved to the terminus of Mr. Brock's railroad on Coal Creek slough, which is about four miles

Mr. Brock is the pioneer steam logging railroad builder on the Columbia river, having commenced constructive work in the fall of 1882. A few weeks later the Ordway & Weidler road was started at Oak Point, Wash.

Mr. Brock paid \$2000 for "The Ant" after it had been in use probably for twenty years. It might be said of Mr. Brock that he is an active and earnest worker for the development of his section of the country, he, himself, owning a beautiful farm, comprising 1070 acres of land which has a flourishing dairy on it and is run by his own sons. Mr. Brock is blessed by a wife and nine children whom are all alive and living at home.

The following was published in the Morning Oregonian of May 4th, 1883 in regard to "The Ant":

destination on a barge.

"This little engine has quite a history. She is one of the two first locomotives built on the Pacific Coast and was originally intended as a tramway locomotive to assist in filling up the mud flats at San Francisco. Her arrival was the occasion of more than ordinary merriment. Since that she has been in active service almost constantly, and has pulled, nearly, if not every one, of the larger locomotives on the Columbia and Puget Sound out of the ditch. But the work became heavier and the 'Ant' was found too small for advantageous use and was sold, and sent to a new field of operation."

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for a distance of more than one thousand feet. It has a sixty foot street leading from the Interurban and a right-of-way for a standard gauge railroad into the grounds.

The improvements originally cost about one hundred thousand dollars, and consists of the best race track west of the Mississippi River; a grand stand, capable of seating 6000 people; a keeper's cottage; a complete water system; a club house, and barns built to house 500 head of racing horses. Some of these improvements are not of great value to a county fair, but they are worth at least, to any county fair, about \$50,000. The price asked for this tract, including improvements, is less than \$3000 an

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