



# Barry Lawrence Ruderman Antique Maps Inc.

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## Oregon Pacific Railroad Company map : showing lines under construction and proposed routes and connections

**Stock#:** 38829  
**Map Maker:** Oregon Pacific Railway Company  
**Date:** 1885 circa  
**Place:** New York  
**Color:** Color  
**Condition:** VG+  
**Size:** 23 x 18 inches  
**Price:** SOLD



### Description:

Rare separately issued broadside promotional map, published for the Oregon Pacific Railway Company.

The map shows the route of the company's steamer from Yaquina Bay to San Francisco, suggesting that it was published prior to the demise of the Yaquina Bay line, which ceased making runs to San Francisco in 1887.

Shows railroads owned or planned by the company, steamship lines along rivers and other navigable waterways, built and projected connections and boundaries of land grants.

Shown lines include:

- Oregon Railway & Navigation Company
- Oregon Pacific Rail-Road & Steamship Company

The region is shown in fine detail. The Oregon Pacific Railroad Company was a railroad in western Oregon, from 1880 to 1894, when it was sold to the Oregon Central and Eastern Railroad. The Line was created and owned by Thomas Egerton Hogg, who organized the Corvallis and Yaquina Bay Railroad in 1872, with the vision to build a new transcontinental line eastward from the Oregon coast and provide



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Corvallis with a railroad connection. At the time, the next nearest rails were the Oregon Central Railroad in St. Joseph, and the Oregon and California Railroad in Albany. Hogg reorganized the railroad as the Willamette Valley & Coast Railroad and ground was first broken in Corvallis on May 17, 1877. The Oregon Pacific Railroad was organized on September 15, 1880, as a successor to the WV&C.

Hogg originally intended to terminate the line at Seal Rock on the Oregon Coast. In anticipation of the railroad's arrival, the town was platted in 1877 with pedestrian-friendly public spaces and resort hotels that would accommodate train travelers. However, the line was instead routed through Toledo to end at Yaquina, resulting in financial ruin for many who invested in Seal Rock.

To the east, the line extended as far as Idaho, 15 miles short of Santiam Pass before running out of money. Hogg purchased the steamship Yaquina City, to provide a direct link to his railroad between Yaquina and San Francisco. Yaquina City successfully completed several voyages, until she ran aground at Yaquina Bay in 1887, due to a rudder failure. Despite the Yaquina City being insured, Hogg had just lost his biggest source of income and could not immediately replace the steamer. Hogg's contract with the government stated however, that if he could establish railroad service over the Cascade Mountains, he could receive a massive land grant. By selling this land, enough money could be made to keep the railroad in business. To get the grant, some additional track was laid over Santiam Pass. Hogg had mules pull some cars a few times to assert right of way. Hogg Rock near Santiam Pass is named for T. Egerton Hogg, for his railroad which went around the rock. Track was also laid in Malheur River Canyon to reserve that pass for the railroad.

In 1888, Hogg purchased the Ocean liner Caracas from the Red D Line to replace the Yaquina City. She was renamed Yaquina Bay and towed to Yaquina. Before steamship service could restart however, Yaquina Bay broke free the tugboat which was hauling her on December 9, 1888 and ran aground near the wreck of the Yaquina City. Like the Yaquina City, the Yaquina Bay was declared a total loss. Unfortunately, the Yaquina Bay was not insured, which left Hogg no choice but to admit defeat and leave the state of Oregon a broke man. Locals believed that Portland based companies had sabotaged both of Hogg's vessels to ensure no business was taken away from them. Coincidentally, the Yaquina Bay's sister ship, Valencia, would end in a similar fate; running aground off Vancouver Island with the loss of 116 people.

The railroad entered bankruptcy in October 1890. In 1894 it was sold to A.B. Hammond and renamed the Oregon Central and Eastern Railway and again in 1897 was reorganized as the Corvallis and Eastern Railroad. In 1907 the C&E was sold to the Southern Pacific.

The map is very rare. OCLC locates only a single example at the University of Chicago.



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**Detailed Condition:**