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# SOMETHING HISTORICAL ABOUT UTAH RAILROADS

The railroads have done more than any other combination to make Utah. In return the people of Utah have done more for the railroads than for any one else. The first named aided in building up and developing the State; the last named put up their good hard coin to those who builded the steel highways. The interests were and are mutual.

Away back in the year 1849 the question of building or constructing a railroad across the continent, which had been agitated for some time, culminated in the issuing of an order by the War Department to Captain Howard Staunbury, of the topographical engineers at Fort Leavenworth, to make a survey of the great Salt Lake and to explore its valley for the purpose of ascertaining a route, if a feasible one could be found, for a transcontinental railway. This was done, and in August, 1852, the survey was completed.

The route recommended by him for the railroad between the Missouri river and the starting point being Independence, Mo., and Salt Lake City, was by way of the Republican Fork and the south fork of the Platte river; thence, by way of Lodge Pole creek, striking the south extremity of the Black Hills, to the Laramie plains; thence, crossing the north fork of the Platte, to South Pass; thence, by way of Bear River valley, to Fort Bridger, thence, by way of Black Fork and turning to the Uintah range, to the Kansas prairie; thence, through the Valley of Timpanogos, to Salt Lake.

Later, in 1853, Captain Gunnison, who had been a member of the original surveying party and who was massacred by the Indians on October 24 of the same year on the Sevier river, fifteen miles from where it empties into Sevier lake, was ordered to make a survey further south by way of the Hooper river and Cochetopa pass; thence, through the valleys of the Grand and Green rivers; thence to the Vegas de Santa Clara and the Nicollet river; thence northward on a return route to Lake Utah. From Utah lake he was to explore the most available passes and canyons of the Wasatch range and South pass.

### Congress Is Memorialized.

The Territorial Legislature of Utah in session in 1853 passed a memorial to congress, urging the construction of a national central railroad to the Pacific coast. This was presented to congress by Dr. John M. Bernhisel, the first territorial delegate to congress from Utah. At that time he was laughed at and told that he was a hundred years ahead of the time. Twenty years later several members of the congress in which he presented the memorial rode into Salt Lake on the railroad the petition for the construction of which they had derided.

Up to 1854 nine transcontinental routes for railroads had been surveyed across the country. Three of these were authorized by congress and cost \$400,000,000. Jan. 1, 1854, a big mass meeting was held in Salt Lake, and another memorial to congress, petitioning for a railroad across the continent, was adopted. The national platforms of the Republican and the Democratic parties of 1856 and 1860 pledged themselves to aid in legislation in the benefit of a transcontinental railroad. Presidents Pierce, Buchanan and Lincoln had all called attention to the need of government aid in building a transcontinental railroad, and prior to 1860 eighteen states had passed resolutions urging government aid.

In an address before congress in 1862, when it was learned that England and France intended to combine against the United States, and that the great maritime power the travel by rail and the isthmus of Panama would be impracticable. The enormous cost of supplying our army in Italy would teach us that the whole wealth of the nation would not enable us to supply a large army on the Pacific coast. Our Western states must fall a prey to the enemy without a speedy way of transporting our troops.

### Act Approved by Congress.

The Pacific railroad act passed congress and was signed by President Lincoln on July 1, 1862. The author of the bill was James Sidney Rollins, a representative from Missouri. He had been the Whig candidate for governor of Missouri in 1857, but was defeated. He

was elected to the Thirty-seventh and Thirty-eighth congresses as a conservative. He died January 2, 1888.

The bill provided government aid to the companies who might build the road of a loan of government bonds for thirty years, \$16,000 per mile for each mile of road and telegraph completed, every alternate section of public land designated by odd numbers to the amount of five alternate sections per mile on each side of the road on the line thereof, within ten miles of each side not sold, reserved, or otherwise disposed of. This was later increased to twenty miles for the greater portion of the way, while the amount of money was increased to \$32,000 and in some places to \$48,000 per mile. Private capital could not be induced to invest the road under the provision of money act, and in 1861 an amendment to the act was passed and under its provisions the Union and Central Pacific railroads were built. The Central Pacific company had already been incorporated under the laws of California in 1861.

### "Dutch Flat Swindle."

In this connection it might be said that the "Central Pacific" was originally known as the "Dutch Flat Swindle." The silver mines of the Comstock caused the first suggestion of that road being built. The following from the Nevada City Transcript of October 28, 1861, will show the humble beginnings of what proved a most stupendous undertaking:

A railroad from the coast to the silver regions of the territory would certainly pay enormous profits. Governor Stanford and a number of other men of means were over the route lately surveyed by Theodore D. Judin, by the way of Dutch Flat, and immediately upon the arrival of the party at the capital of the new territory a move was made to grant the party the right to construct a railroad from the eastern boundary of the state to the central points in Nevada.

The people of Placerville are also moving energetically in the same direction toward the building of a railroad from Sacramento to Placerville, a route that has been shown by reports of engineers to be infinitely more difficult than one from Polson to Nevada City. The plan with the Sacramento and Placerville road is to extend it over into the silver regions.

It is claimed that a new route has been discovered by Engineer Bishop near the head of the south fork of the American, where by the cutting of a tunnel three and a half miles in length the route is avoided and the waters of Lake Bigler reached. This is the spot pointed out by the promoters of the route as the most nature for a railroad to pass the mountain barrier between California and Nevada.

The tenth to the thirteenth pass is the lowest, easiest and nearest route to the State for either a wagon road or a railroad. If any people would but take hold of this matter in earnest the railroad would be passing through Nevada City to Washoe before the three and a half mile tunnel on the Placerville route could be run.

### Ground Is Broken.

On January 8, 1863, the first shovel full of earth was turned at Sacramento, the western terminus of the road, as from that city to San Francisco steamboats on the Sacramento river were to be used, and the great undertaking of constructing a transcontinental railroad line was inaugurated. Afterward a charter was obtained to build to San Jose, and later the Central Pacific built the road to San Francisco bay. Leland Stanford, Collis P. Huntington, Charles and Edward Crocker and Mark Hopkins, the big five, headed the company.

The Union Pacific Railroad company was organized in Chicago in September, 1862 at a preliminary meeting. A year later, in October, 1863, formal organization was completed in New York, and John A. Dix, who had been United States Senator from New York, Secretary of the Treasury, major general in the Union army, and who issued the famous order, "If any man attempts to haul down the American flag, shoot him on the spot," was elected president of the company.

### Ground Broken for U. P.

President Lincoln had designated Council Bluffs, Iowa, as the initial point of the Union Pacific railway, and the act of Congress gave the companies until 1876 to complete the roads. The first ground broken which inaugurated the building of the Union Pacific railway was in Council Bluffs December 2,

1863, in the presence of a great crowd. No further work was done, however, until the fall of 1864, when grading was begun at Omaha. In July, 1865, the first rail was laid. Forty miles of track was laid that year, 260 miles in 1866, 416 miles in 1867, and in 1868 and early part of 1869 there were 555 miles of track laid. On April 29, 1869, ten miles of track was laid each side of Promontory Point in Utah. In the construction of the two roads an army of men averaging 25,000 and 4000 teams were constantly employed.

There was a great race between the construction forces as to who should reach Ogden first. The Union Pacific won miles then pushed thirty-three miles west to Promontory Point, where it met the Central Pacific. The grade of the Central Pacific was constructed over the fifty-three miles, but it was never used, owing to the advance of the Union Pacific. Later, when Ogden was made the junction point by act of Congress, the Central Pacific purchased the fifty-three mile section built by the Union Pacific.

### Rails Laid to Ogden.

At 2:30 o'clock on the afternoon of March 8, 1869, the Union Pacific tracks were laid into Ogden (a description of the celebration had that day was recently printed in The Tribune in a story about Ogden). On Monday, May 10, 1869, the two great iron highways were joined. The place—Promontory Summit, Utah, on the northern shore of the Great Salt Lake. There, at a point fifty-three miles northwest of Ogden, final work was now performed. The 1085.8 miles west of Omaha, the two great railroads, the Union Pacific and the Central Pacific, met, the last rail was laid, the last spike driven and both tracks united into one.

The ceremonies attending the completion of the great highway took place about noon. The junction of the two lines had practically been effected a long time before, but two lengths of rails were left for this day's proceedings. At 8 a. m. spectators began to arrive. These were mostly workmen on the lines and other denizens of the railway camps. Three-quarters of an hour later the whistle of a locomotive was heard, and the first train to arrive came speeding over the Central Pacific, bringing many passengers. Then came two trains from the East over the Union Pacific, whose elegant coaches were likewise heavily laden. At 11:15 a. m. Hon. Leland Stanford, Governor of California and president of the Central Pacific Railroad company, arrived by special train from the West. His locomotive—"Jupiter"—was gaily decorated with flags and streamers. Dr. Durant and other Union Pacific notables were already on the ground. The crowd numbered about 1100, representing by nativity nearly all the civilized nations of the earth. A number of ladies and a few children were among the spectators.

The Chinese laborers on the western line having with picks and shovels leveled the roadbed preparatory to putting in place the last ties and rails, the former banding the north end and the latter the south end of the tie, was eight feet long, eight inches wide and six inches thick, and was made of California laurel, beautifully polished, and ornamented with a silver plate, bearing the names of the directors and officers of the Central Pacific Railroad company and the following inscription: "The last tie on the completion of the Pacific railroad, May 10, 1869. Presented by Strahl & Hughes, San Francisco." It was now half past 12, and at a given signal, Governor Stanford, standing on the north side of the rail, and Dr. Durant, standing on the south side, struck the spikes and drove them home. Telegraphic connection had been made in such a manner that the blows of the hammers on the spikes were sent vibrating along the wires to every telegraph office between the Atlantic and the Pacific, between the Great Lakes and the Gulf of Mexico. This was done by attaching the wires to the spike mauls, every blow from which announced itself as it fell. In San Francisco the wires were connected with the fire alarm in the tower and in Washington with the bell of the Capitol, so that the strokes of the silver sledge, sending forth the joyful news of the marriage of the oceans, East, West, North, South, to Chicago and New Orleans, to Washing-

ton and San Francisco, were not only heard throughout the land, but were being rung down the Potomac and out through the Golden Gate to greet old Neptune in his watery realm and acquaint him with the glad tidings. The same electric flash sent the reverberating discharge of 229 guns from the batteries at San Francisco.

No sooner was the spike driven than the pent-up feelings of the multitude that had witnessed the act burst forth in a thunderous storm of hurrahs. Three cheers were given for the Government of the United States, for the railroads, for the Presidents, for the Star-Spangled Banner, for the laborers and for those who had furnished the means to build the road.

Immediately after the ceremonies the laurel tie was removed for preservation, and in its place an ordinary one substituted. Scarcely had it been put in its place before a grand advance was made upon it by curiosity-seekers and relic "hunters," and it was divided into numberless mementoes, as fast as each tie was demolished and a new one substituted, this, too, shared the same fate, and probably within the first six months there were used as many new ties.

The ceremony concluded. At the conclusion of the proceedings the two locomotives, standing face to face, moved up until they touched each other, and a bottle of wine was poured as a libation on the last rail. Thus was the great railway completed. This was accomplished the mightiest human achievement of modern times. Thus, over Utah, the keystone of the arch, the East and the West shook hands, and the continent was girdled with its belt of steel.

PROMONTORY SUMMIT, Utah, May 10.—The last rail is laid! The last spike is driven! The Pacific railroad is completed! The point of junction is 1086 miles west of the Missouri river, and 620 miles east of Sacramento City.

LELAND STANFORD, President Central Pacific Railroad. T. DURANT, President Union Pacific Railroad. JOHN DUFF, President Union Pacific Railroad.

Such was the official announcement of the event, telegraphed to the Associated Press immediately after the driving of the last spike. A similar telegram was sent to the President of the United States, General Ulysses S. Grant. Before either had sped, however, the following dispatch was received from several prominent Californians in New York:

The presidents of the Central Pacific and Union Pacific railroads at the junction: To you and your associates we send our hearty greetings upon the great feat this day achieved in the junction of your two roads, and we bid you God-speed in your best endeavor for the entire success of the Trans-American highway between the Atlantic and the Pacific for the New World and the Old.

Greatest of All Roads. It is unnecessary to go into detail of the vicissitudes which the Union Pacific railroad has gone through in the past, or its receiving, et al. what it does today is what the reader desires. When Mr. Harriman and his associates purchased the railroad from the receivers in 1887, ten years ago, the railroad had 1844 miles of track. The Central Pacific from Ogden to San Francisco, with 786 miles, was added.

During the ten years more than \$250,000,000 has been expended in the acquisition of terminal properties, construction of sidetracks, passing tracks, second tracks, reduction of grades, straightening of lines and the purchase of equipment; 50,000 freight cars have been purchased, 1200 passenger cars, 1500 locomotives. Over 7000 miles of track have been relaid, a million tons of heavier rails put in; \$12,000,000 has been spent in promoting greater safety to lives and property; block signals have been placed upon 3200 miles of right of way and 1500 miles more are under construction, grades have been reduced, tunnels constructed a great lake bridged. And for what? To expedite traffic.

The past year the Union Pacific has earned nearly 17 per cent on the common stock, or \$12,000,000. The Southern Pacific earned nearly 12 per cent on its common stock, or \$22,999,000. The railroads are the most magnificent properties in the West.

Gov. Stanford with a spike of pure gold, and said:

"Centuries ago the Pacific railroad: The last rail needed to complete the greatest enterprise of the world is about to be laid; the last spike needed to unite the Atlantic and Pacific by a new line of trade and commerce is about to be driven to its place. To perform these acts the East and the West have come together. Never since history commenced her record of human events has man been called upon to meet the completion of a work so magnificent in contemplation, and so marvelous in execution. California, within whose borders and by whose citizens the Pacific railroad was inaugurated, desires to express her appreciation of the vast importance to her and her sister States of the great enterprise which by your joint action is about to be consummated; from her mines of gold she has forged a spike, from her laurel woods she has hewn a tie, and by the hands of her citizens she offers them to become a part of the great highway which is about to unite her in closer fellowship with her sisters of the Atlantic. From her bosom was taken the first soil; let hers be the last tie and the last spike, and with them accept the hopes and wishes of her people that the success of your enterprise may not stop short of its brightest promise.

The gold spike thus presented was about seven inches long and a little thicker than the ordinary railroad spike. It was made from twenty-three 320 gold pieces, and was worth \$460. On the head of it was engraved the words: "The last spike, and the sides bore this inscription: 'The Pacific Railway, first ground broke January 8, 1863; and completed May 10, 1869. May God continue the unity of our country as this railroad unites the two great oceans of the world. Presented by David Herves, San Francisco.'

A silver spike similar in size was presented to Dr. Durant by Hon. F. A. Frith, of Nevada, who uttered the following sentiment: "To the iron of the East and the gold of the West, Nevada adds her link of silver to span the continent and weld the oceans.

Gov. Stanford of Arizona offered a spike composed of iron silver and gold, and said: "Bibbed with iron, clad in silver, and crowned with gold, Arizona presents her offering to the enterprise which has bridged the continent and directed the pathway to commerce."

General Dodge, for the Union Pacific railroad, responded briefly as follows: "Gentlemen, the great Benion proposed that some day a giant statue of Columbus should be erected on the highest peak of the Rocky mountains, pointing west across the continent. You have made that prophecy today a fact. This is the way to India."

Mr. Coe of the Pacific Union Express company presented to Governor Stanford a silver spike maul, and said:

Last Tie Is Laid. The last tie, uniting the rails of the two roads, was put in position by two superintendents of construction, J. H. Stroubridge of the Central Pacific and S. E. Reed of the Union Pacific, the former banding the north end and the latter the south end of the tie. It was eight feet long, eight inches wide and six inches thick, and was made of California laurel, beautifully polished, and ornamented with a silver plate, bearing the names of the directors and officers of the Central Pacific Railroad company and the following inscription: "The last tie on the completion of the Pacific railroad, May 10, 1869. Presented by Strahl & Hughes, San Francisco."

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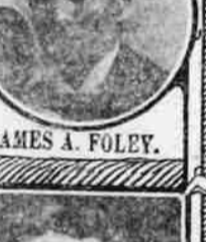
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J. H. BURTNER.



L. J. KYES.



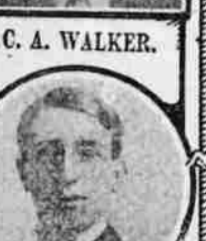
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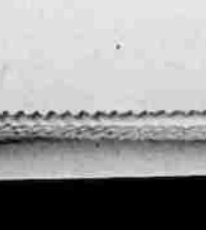
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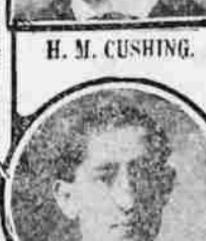
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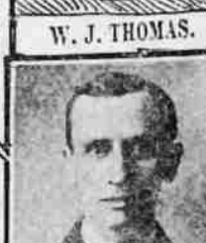
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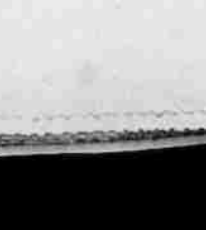
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