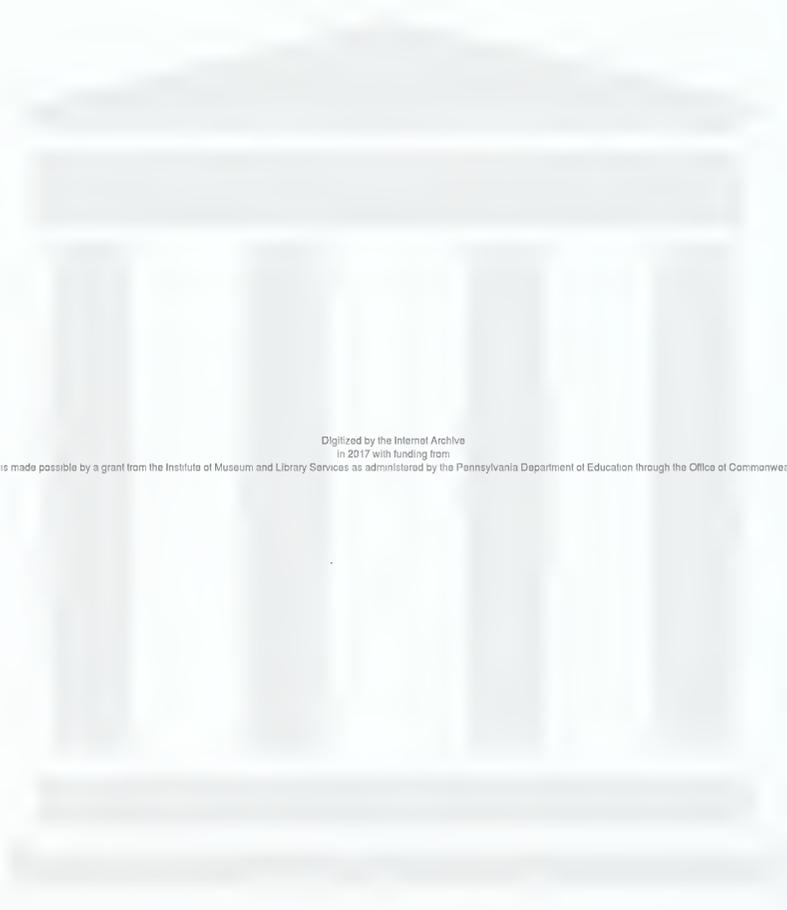


THE
UNION PACIFIC
RAILWAY,
EASTERN DIVISION.



WASHINGTON:
GIBSON BROTHERS, PRINTERS.

1868.



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FROM
The Pittsburg Commercial.

**THE UNION PACIFIC RAILWAY, EASTERN
DIVISION.**

At work eight hundred and seventy-five miles west of St. Louis—Locomotive on the Great Plains—The Great Central Route to Denver, Santa Fe, Albuquerque, San Diego, Guaymas, San Francisco, Sandwich Islands and China—The trade with Kansas, Colorado, Utah, Nevada, New Mexico, Arizona, Northern Mexico, Sonora, Northern and Southern California, &c., &c.

Special Correspondence of THE PITTSBURG COMMERCIAL.

WASHINGTON, October 16.

The Department of the Interior reports the completion of another twenty-mile section of the Union Pacific Railway, Eastern Division, and cars running regularly, making close connections with all railroads running from our Eastern cities to the great West.

Of the different Pacific railroad projects starting westward from various points between the headwaters and

the mouth of the Mississippi river, the Union Pacific, Eastern Division, seems to be the favorite, not only with the statesmen of our time, but in the great business centres of the Union—partly on account of the great wealth and reliability of its managers, and partly on account of the geographical location of the route—the very one projected by Hon. Thomas H. Benton, and advocated with so much persistence and ability. I deem it, therefore, a subject of special interest to the readers of the COMMERCIAL; particularly if presented by one who has made the examination of trans Mississippi railroad enterprise a speciality for ten years past.

West of the Mississippi river there is projected at least ten thousand miles of railroad; the construction of which will increase the market for goods manufactured in Pittsburg and other Eastern cities to an extent that is utterly beyond calculation.

The overland trade with New Mexico, alone, twenty years ago, was over four million dollars (\$4,000,000) annually, though transported over nine hundred miles by ox teams. The export trade of San Francisco was over forty-four million dollars (\$44,000,000) last year.

These figures give a faint idea of what the trade of Kansas, Colorado, New Mexico, Sonora, Chihuahua, Southern California, Arizona, Utah, Nevada, and California will be when this great National Railway is completed as *now projected*.

As I have before remarked, this trade will be utterly beyond calculation, particularly if our Congress will be

so kind as to adjust our internal and external revenue laws, so that American tax paying manufacturers and farmers shall, at least, have an equal chance in our home market with our British rivals.

I hope I am not altogether unmindful of the golden rule; but must constantly protest against the construction of it, which treats our foreign natural enemies better than we treat ourselves.

Dropping the golden rule, as applied to political economy, and returning to the Union Pacific railroad, Eastern Division, which starts from two points on the west bank Missouri river—Leavenworth and Wyandotte—the two branches uniting at Lawrence, Kansas, proceed from that point directly west, on as near an air line as possible to Fort Wallace, Kansas, where it deflects slightly southward and continues on through Colorado, New Mexico, (via Fort Union,) Arizona, and Central California, and there turning the southern extremity the great Sierra Nevada range, it passes through the State to San Francisco; projecting a branch, by the way, from Fort Wallace to Denver and Cheyenne, one from some point in Arizona to the head of the Gulf of California, and another to San Diego on the Pacific coast, some three hundred miles south from San Francisco.

The first four hundred miles of this road, west from the Missouri river, is less than forty miles longer than an air line. Further west, in order to avoid the everlasting snows of the Rocky Mountains, greater deflections

from an air line must, of course, be made. But the advantages of some 4000 feet lighter grade, better climate, a richer mineral region, good water, plenty of wood and coal, and having three feeders from as many Pacific Ports, it is believed, will more than counterbalance any disadvantages arising from such deflections. Indeed these great advantages over all competitors have secured to this road a most advantageous connection with the entire railroad system of the Eastern States.

Glance at a map of the United States and you will observe that by this road, and its present connection via St. Louis, there is but one unbridged river between Pittsburg and San Francisco; or by its connection via the Hannibal and St. Joseph railroad, two—the Missouri and Mississippi—both of which are destined to be bridged or tunneled within a short period.

With a tunnel under the Mississippi, and the railroad completed, you will have a through all-rail route from New York, Philadelphia, Washington or Pittsburg to Denver, Albuquerque, Fort Union, Guaymas, San Diego or San Francisco, and way stations, without change of cars or break of freight.

In the language of the railroad advertisements of the day, you will have “through tickets and baggage checked through without change of cars. Passengers desiring to stay over in New Mexico, or the Rocky Mountains can be supplied with stop-over tickets for the purpose, by applying to the conductor.”

The completion of the Union Pacific Railway, Eastern Division, and its connections, gives you then a through

direct line from Pittsburg to San Francisco without change; and to the Sandwich Islands, Japan, or China, (via the new line of steamers,) with but one change.

All this within three years or so of the present writing.

Yours, for progress, D. F. D.

NOTE.—It will be seen by the following statements of other writers—editors and correspondents of the *North American and United States Gazette*, *New York Tribune*, *Philadelphia Press*, and *San Francisco Bulletin*—that too much importance has not been given to the road described in the above.

A special correspondent of the NEW YORK TRIBUNE, writes to that paper from Abilene Station, Union Pacific Railway, Eastern Division, as follows:

“The ‘Southwest’ has not been much in the mouths of Americans. The words ‘Northwest’ have in the hall of Congress, and on the hustings of half the nation, awakened a million echoes that were electric with the imperious power with which they were uttered. And the Northwest *is* great. *But the Southwest is greater.* It is unknown, however. The black pall of Slavery, and the gunpowder smoke of sectional violence, border ruffianism and social lawlessness have obscured it for over a quarter of a century. But this occultation is at an end, and now look at the Southwest on a map of the United States. It abounds in the sweetest natural grass and in running water, and has a climate in which the mowing machine is unnecessary to the stock-breeder, and in which cattle are never sheltered or fed during what New Englanders call winter. The blue grass stands back high in black walnut or oak openings, the soil beneath dark as ink, and the climate so semi-tropical that barns and sheds are unheard of, except as con-

veniences to keep saddle and carriage horses at hand for immediate use.

“The cattle here are grazing all over this magnificent valley under the care of herders. The drovers usually herd after arrival from thirty to sixty days to recruit the animals before selling. And such pasturage! The steer that would not fat here visibly would have starved to death in the garden of Eden. But just look at them as they wade in the grass, and see their Fulton Market roundness and glossiness. With difficulty I credit the statement that there are 25,000 head here now, waiting shipment. Yet here they are, and 10,000 more are known to be on the way here, and full 50,000 will have arrived at the close of the season. Four times as many would have been driven here as have been, if the stock-men of the southwest had known that there was a safe and sure way out from the lock-up which the war first and toll-demanding ruffians afterward had established. So say the most intelligent of these Texan drovers, and they also say that 200,000 head of beeves will surely be here next year for sale and shipment. Now mark. These animals, ‘beeves’, can be bought by thousands in Texas at from \$8 to \$10 per head in gold, or \$12 to \$14 in currency. They can be driven to Abilene at an additional cost of not over \$2 a head, in from five to eight weeks’ time. They can be shipped from here to St. Louis at \$100 a ear-load, and to Chicago for \$150 a ear. Joseph McCoy tells me that they can be afforded in Chicago at 4 cents gross, with satisfactory margins to drovers, shippers, and railroads. Surely the butchers of more than one city and State have got to come down, and surely there was grateful reason in the toast to the Union Pacific Railway, Eastern Division, as the cheapener of beef to the people of the United States.”

Charles G. Leland, Esq., writes to the PHILADELPHIA PRESS the following :

“ *It seems now to be a settled point that the Union Pacific, Eastern Division, will be carried through New Mexico and Arizona to its ultimate and original destination.* It is probable that the railroad line will run a few miles east and south of Santa Fe to Albuquerque, via Fort Union on the Rio Grande, at the eastern base of the Baton Mountain, and thus avoid some mountain, and keep in a better country. The country all the way from Pond Creek to Albuquerque is probably the finest grazing region in the United States; but it is a region utterly valueless until opened and made accessible by railroad communication. But when it shall be so developed, it will become a source of immense national wealth and prosperity. Throughout the greater part of that immense pastoral region, cattle require no stored food in the winter season, for the grass of the prairies whether green or dry, is always good and nutritious. This is the country of the hitherto unconquerable Apaches.

“The recent discovery of rich gold placers in New Mexico adds greatly to the importance of this road. In fact, it seems that from the point where the mountains are first reached, on the western border of the vast buffalo grass plains to the shores of the Pacific, the line of this road will run through one continuous field of the precious metals, besides much timber and coal.

“Leaving Albuquerque, the line through the heart of Arizona—that richest of our territories in gold and silver, but the most difficult to reach—presents no serious difficulties. Long valleys, running in the right direction, bear it onwards towards the border of California, whence, turning the southern extremity of the great Sierra Nevada range, it passes up through Southern California, midway between the mountains and the ocean, to San Francisco; touching the fine port of San Diego by a short branch, and the head of the Gulf of California, and the port of Guayamas, if need be, by others.

“The route may be somewhat longer than that through Utah and Nevada, but its gradients will be so much less that it will more than compensate for the lengthening of the line. For all purposes for which a railroad is desired to be shortened, to wit: greater speed and economy of transportation, it is believed that this is really the shortest line. But whether it is longer in miles than the other is not yet known; for the length of line necessary to wind through the labyrinthine mountains of Utah is yet an unknown quantity. Be that as it may, it is certain that its grades will be lighter, that it can never be obstructed by snow, and that the country it will open up and develop, whether agricultural or pastoral, or mineral, is ten-fold more valuable.

“A party of gentlemen of scientific ability, about eighty in number, headed by Gen. W. J. Palmer, secretary and treasurer of the company, Gen. W. W. Wright, chief engineer, and comprising, among others, Dr. John Leconte, of the Smithsonian Institution, as geologist, Dr. Perry, who was engaged in the survey of the line between the United States and Mexico, with eminent topographers, are now engaged in a careful examination survey and development of this route. This party is out under the auspices and employ of this company. Other surveying parties of equal ability are now engaged in locating the road between Pond Creek and Denver.”

The PHILADELPHIA NORTH AMERICAN AND U. S. GAZETTE, states that:

“The amount of transportation done for the United States Government by the Union Pacific Railway Company, Eastern Division, in the month of March, 1867, was \$34,864.98, of which one-half, or \$17,432.49, was returned to the United States Treasury in accordance with the Pacific Railroad act.

“This is equivalent to eight and one half per cent. per annum on the whole amount of Government bonds issued in aid of this road.

In other words, the railway company is paying all the interest to the Government, and refunding the principal of the loan at a rate which will extinguish the same at or before maturity."

Since March the earnings of the company on Government account have been equal to the annual interest, and the payment of the entire principle in nineteen years. Besides receiving the principal and interest of the loan to the company, the Government will gain enormously by the actual creation of many thousand million dollars public and private wealth along the route and throughout the Union, and by saving millions upon millions of dollars in the administration of Indian affairs. The NEW YORK TRIBUNE, of recent date, says:

"Just as fast as the Pacific Railway passes the great military posts upon its line, these become unnecessary, and are, in effect, abandoned. Fort Leavenworth, which was of such magnitude as to be a little city of itself, is reduced to a vast store-house of war materials, and a pleasant place of call for army officers on their way to, or returning from, the plains. The road went by Fort Harker, and the station was changed in a day. Immediately the large military work at Harker ceased to be an outpost, and the troops quartered there went to the west. This very month Fort Hayes will also cease to be an outpost and become an inpost. So will Fort Wallace by the middle of May next. The Kansas Pacific Railway pushes 'the plains' further and further west, saves the Government the necessity and expense of permanent forts, and narrows the field of operations against the Indians.

"Of all the propositions to reduce the public expenditures and lessen taxation, none is so practical as to devote to the Pacific Railway laborers the money now spent upon soldiers on the plains. It costs \$2,000,000 a year to support a regiment of cavalry there. Every fifty miles of the route completed dispenses with the need of a regiment of troops. This saving is equal to the interest on

over \$33,000,000 of Government bonds. If the extension of this road to the Pacific saved to the Treasury the cost of only three regiments of cavalry, the economy would be \$6,000,000 per annum, the interest on \$100,000,000 of public debt. There is no retrenchment so practical, and so immediately available, as to speedily complete this railroad, and save the cost of the soldiers kept on the plains, which exist as plains and Indian hunting-grounds simply for the want of the road. The reduction of the army and the diminution of the military expenses are attainable only through the extension and completion of the Pacific Railways. The sooner, therefore, the work is done the better.”

Substantiating the above editorial statement, THE TRIBUNE of December 12th says:

“The following is an exhibit of the earnings and expenses of the Union Pacific Railway, Eastern Division, for the month of October, 1867:

EARNINGS.	
Total Government business	\$ 81,517 59
Merchandise and passenger traffic.....	185,653 61
Total.....	\$267,171 20

EXPENSES.	
Working expenses.....	\$120,146 06
Net proceeds to balance	147,025 14
Total.....	\$257,171 20

Oct. 1—Road open to Ellsworth.....224 miles.

Oct. 14—Road open to Hays.....290 miles.

Average main line operated during October.....260 miles.

Total Government business, as above.....	\$81,517 59
Fifty per cent. retained by law by United States Treasurer.....	40,758 79
Total U. S. Bonds received on 260 miles.....	\$4,160,000,
Interest on same for one month at six per cent.....	20,800 00

Excess for month of October retained by United States Treasurer to meet Bonds at maturity.....\$19,958 79

Which contributes at a rate sufficient to meet the principal of these bonds in about nineteen years, or eleven years before maturity.”

The new extension, proposed by the Company, is through a portion of the Union that must remain an unproductive wilderness until it is completed. The special correspondent of the *SAN FRANCISCO BULLETIN* writes to that paper, from the line of the Union Pacific Railway, Eastern Division, through Arizona, as follows:

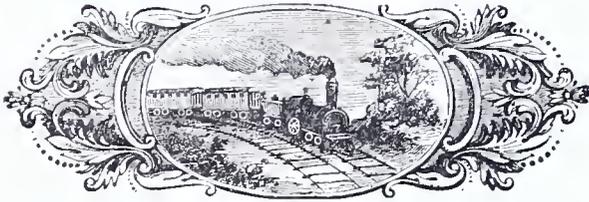
“All that is required is capital and protection against the savages.

“Give Arizona a railway, and with the one-hundredth part of the capital expended upon the Comstock lode it will turn out more bullion than Nevada. Give it security, in person and property, from the raids of the Apaches, and it will become as great a grain-growing and stock-raising State as California. What are known as the ‘Painted Deserts’ are associated with the gold fields and the large deposits of sesqui-oxide of iron, which make up three-fifths of the component parts of the great Painted Desert, through which courses the Colorado Chiquito and the main stem of the Colorado proper.

“The striae of ochreous beds, in many parts, are ribbon-shaped and traceable for miles; interspersed in these striae are found stones of rare value. Near Carizo Creek I found an amethyst of rare beauty. The beryls were of every shade, and the most of them of the finest water.

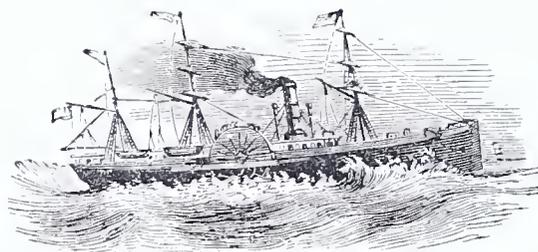
“My collection of opals comprise one fine opal, one black, and a number of the pearl order; the shape and size of them varied. My opinion in regard to this part of Arizona is, that from Diamond Creek to the Luncha and Chaca Mountains, and even as far east as the Canon de Chelles and Fort Defiance, gems are liberally distributed. I have not succeeded in finding the Octahed a diamond, but believe there does not exist a large district in which this gem is not found in quantities. The topaz, turquoise, and other gems of less note are common. The region of country alluded to

has never been explored properly, and certainly presents a large field for profitable investigation. Private enterprise cannot do it unless aided by a large amount of money. A large portion of the territory is yet unexplored, and is a terra incognita to the white man. With the settlement of the country and the subsidence of Indian difficulties, the natural resources of the Territory will be steadily brought out, giving employment to hundreds of thousands."





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