

One of the great adventures

UNION PACIFIC RAILROAD:

THE

Great National Highway

BETWEEN THE

MOUNTAINS AND THE EAST.

THE DIRECT ROUTE

TO.

Colorado, Utah, Idaho, Montana, Nevada, and
California.

OPEN FROM OMAHA TO JULESBURG.

CHICAGO:

HORTON & LEONARD, BOOK AND JOB PRINTERS,
104 & 106 Randolph Street.

1867.

Graff

The Newberry Library

The Everett D. Graff Collection
of Western Americana

4252

L. B. R. H. H. H. H.

*Feb 20. 1862 left Boston
Railroad to Hutchinson Kansas
Paid 50.00 Stage to Denver June 1862
Exp. Baggage 20.00 at Denver*

UNION PACIFIC RAILROAD.

*Chas. 1862 Cash
Passenger 25*

The numerous inquiries daily received from all parts of the United States in regard to the progress of the UNION PACIFIC RAILROAD, induces us to issue a synoptical review of the work already accomplished, some of the many difficulties surmounted in its accomplishment, and some data relative to distances, soil, resources, etc., etc., that we trust may interest the public.

Probably no railroad in the country has elicited so much diversity of opinion as to its success, so much investigation as to its progress, or whose construction has caused so much general interest as has the UNION PACIFIC RAILROAD.

This road has been the subject of long and excited debates in the halls of Congress. Many persons of utilitarian ideas deemed the project entirely impracticable; some who pride themselves on business capabilities of the progressive order, thought the undertaking a matter of sheer impossibility, and merely of a theoretical nature.

True, until within a few weeks, the UNION PACIFIC RAILROAD had no kindred railroad connection with the manufacturing cities of the East and Southeast. Its only channel of supply was the Missouri. Yet, its rapid progress within the last year has startled the public mind, and astonished the incredulous wiseacres who imagined its construction almost an impossibility. There may be many even now, who doubt the published statements, that the UNION PACIFIC RAILROAD is already in

complete operation MORE THAN THREE HUNDRED MILES west of the Missouri River; and we desire to disabuse their minds of such unfounded fancies.

On the first of January, 1866, the UNION PACIFIC RAILROAD extended only from Omaha to Fremont, Neb., a distance of forty-six miles. On April 11th, 1866, track-laying commenced for the season, and on December 11th, 1866—only eight months!—three hundred and five miles of main line were completed. On December 11th, 1866, track-laying was suspended for the winter months, with the determination of its resumption early as possible this spring. The United States Commissioners, sent by the Government to examine the road in completed sections of from twenty to forty miles at a time, have, in every instance, reported to the Government every portion constructed in a superior manner. The public, who have already given it a liberal patronage, pronounce it as level, as smooth, as any road in the United States; and we claim it to be the longest air-line road in the world—stretching as it does in a straight line for hundreds of miles, through the level plain along the beautiful Platte River.

When work progressed so rapidly in 1866, when the Missouri was the only channel of supply, what may we not expect to do in 1867, when we have, in addition, direct communication with all parts of the East over the Chicago and Northwestern Railway, now in complete working order to the eastern bank of the Missouri, and directly opposite the depot and machine shops of the Union Pacific Railroad.

Rails, spikes, "chairs," ties, lumber, etc., are being accumulated in immense quantities at North Platte, the present temporary terminus of the road, preparing for the work of 1867. Notwithstanding the vastly increased distance over which material is to be carried on its westward course, it is safe to say, the work will progress as rapidly this year as it did last year. Through the two-fold channel of supply, the Chicago and Northwestern Railway from the East, and the Missouri River, North

and South, material for the road can be delivered at Omaha more rapidly, more punctually, and in greater quantities than ever before.

The equipment of the Union Pacific Railroad is all new, and of the best material and manufacture. Its coaches, engines, and many of the freight cars have been delivered at Omaha by STEAMERS, and transported complete many miles by water.

The machine and car shops, round-house, blacksmith shops, etc., etc., of the Company in Omaha, are quite a town of themselves. They are substantially built of brick, and for arrangement, machinery, and completeness, are equal to any shops in the country. The Company are now having manufactured, at Omaha, their own passenger, freight, baggage and platform cars. They will soon be in a position to construct their own engines; and in a short time they will have rolling mills in the mountains to furnish their own iron.

The young State of Nebraska offers many inducements and advantages to the capitalist, the farmer, the mechanic, and the laborer to come here and settle. It lies between the parallels of 40 and 43 degrees, N. L.; and lies north of Kansas, west of the Missouri River, on which its shore-line extends some 300 miles, and running westward some 450 miles. Nebraska is well watered, and the valleys along its numerous beautiful rivers and their tributaries are as luxuriant as the eye of man cares to behold. Besides the cities, towns and villages growing rapidly up along the Missouri and Platte Rivers, groups of farmers are establishing flourishing settlements on every stream in the State.

The surface of Nebraska is a gentle rolling prairie. Neither ponds, lakes, swamps, nor stagnant waters are on our soil to emit mephitic exhalations to infect the pure air of this region.

The climate is favorable to all sorts of labor; and the atmosphere is generally dry, clear, buoyant, and pure, with just rain sufficient to produce the finest crops without having to resort to irrigation. The soil is free and lively, and easily brought into

cultivation, producing large crops of Indian corn, wheat, oats, hemp, tobacco, and sorghum. Hay and clover are also grown in abundance. All sorts of vegetables, fruits, &c., thrive here rapidly with a little care; and the river basins are well wooded.

As a grazing and stock raising country, Nebraska cannot be surpassed—and for stock raising, it is the source of vast supplies to the eastern and western markets. Wild grass prevails in the more elevated portions of the State, and in such luxuriant richness that cattle, mules and horses readily fatten on it. There is not a part of the United States where sheep are so healthy as here; and it is doubtful if there is a place on the habitable globe that can surpass Nebraska in wool growing.

Nebraska being a splendid agricultural, stock raising, and mineral country, her lands are much sought for by immigrants desiring to locate. During the past year, thousands of families took claims under the homestead law or purchased improved farms at very low figures.

The most desirable locations are along the line of the Union Pacific Railroad, through the rich and verdant valley of the Platte River. A large quantity of choice Government lands are still subject to entry; and the Company will soon have a million acres of fertile lands for sale; and prices will be made advantageous to the actual settler. As an inducement to settlers, it will be well to know that throughout the State the free school system is established in every thoroughly organized settlement. Churches of the dominant denominations are also plentifully scattered through the State.

The Platte River, in contiguity to whose bank the Union Pacific Railroad wends its westward course, is the principal inland river in the State, and pursues an almost direct easterly course from its source in the Rocky Mountains to its confluence with the Missouri at Plattsmouth. It might not be inaptly styled the "Nile of Nebraska."

The Platte Valley through which the Union Pacific Railroad runs, is a broad, flat plain of fertile lands lying between rows of

bluffs some six to eight miles apart. The surplus corn, grain, animal and vegetable products can, along the line of railroad, find a ready market at all times, and a facility of transportation never known before in that delicious valley. No better, no more salutary, no more profitable, no more noble, no more virtuous enterprise can be engaged in than for farmers with large families and small means to locate in the Platte Valley by the Union Pacific Railroad, where wealth and comfort are abundant, and the vicious contamination of older settlements are unknown.

The trip from Omaha to the Mountains was considered an important incident in immigrant life. Already by means of the Union Pacific Railroad, this journey from Omaha to any point west of North Platte is shortened by FOUR DAYS travel. In a VERY FEW years the road will be connected with the part of the road in course of construction from San Francisco eastward, and form one extensive consecutive air-line belt of railroad between, and we may say, connecting the Atlantic and Pacific oceans. Its completion will have a decided effect on the commerce of the world. It will revolutionize the old tedious route of "Going 'round the Horn."

Omaha, the capital of the State, is situated on the west bank of the Missouri, and is the initial point of the Union Pacific Railroad, and the western terminus of the Chicago and North-western Railway. It is beautifully situated on two series of bluffs or plateaus, one rising above the other at about a mile distant. Omaha is the most central point between New York and San Francisco, on a direct line. It is also about midway between the gold regions and New Orleans.

It is but natural to consider that Omaha, the intersecting point of the longest line of railroad and longest river in the world will become a place of considerable importance.

In 1866—or rather during eight months of the year 1866—Omaha more than doubled her population. There were built not less than 650 buildings in that time, and one—"CALDWELL BLOCK"—would do credit to the best city in America.

Plans and preparations are on foot to build stores, blocks, halls, residences, schools, churches, manufactories, &c., &c., this year with an energy even superior to that of '66.

The Union Pacific Railroad Company have materially and essentially aided and contributed to the enlargement, improvement, and prosperity of Omaha. Their machine shops, car shops, depots, lading and unloading, afford employment to hundreds of men, and consequently sustenance to hundreds of families.

It is astonishing what life, energy, activity, and enterprise the Union Pacific Railroad has infused into the cities, towns, villages and settlements through which it passes. Stores, habitations, schools and churches spring up as if by magic.

Fremont, 46 miles west of Omaha, has grown up from a quiet settlement to a brisk little town of some 800 to 900 inhabitants.

Columbus, 45 miles further west on the road, has manifested similar improvements. There have been 7,000 lots added to the city. The population is now about 1,100, and rapidly on the increase.

Kearney City and Fort Kearney, heretofore known only as a military post, have, by the Railroad, been inspired by a progressive spirit that is creditable both to the city and road.

We might mention many nice settlements between, if space permitted; but we take an instance in the city of North Platte, which on the first of December, 1866, was, as novelists would say, "a howling wilderness" without a habitation. To-day it is quite a neat town, with residences, stores, hotels, &c., and a population of some 750 souls. The buildings put up since December 1st, are valued at some \$300,000. So much for Western progress.

The Union Pacific Railroad and its connections will revolutionize the tardiness of commerce and prices, open up and develop the rich lands of the West, and build cities on its path as if by magic.

[From Campbell's Western Railroad and Emigrant Guide, for February, 1867.]

STOCK RAISING, ETC., IN NEBRASKA.

As a grazing country Nebraska cannot be surpassed, and stock raising is extensively carried on. The wild grass predominates here as in Utah, and cattle, horses, and mules fatten on it very rapidly. The bottom lands abound in rushes, and stock is often kept out the whole winter through, and is found to fatten without fodder.

In regard to the advantages of Nebraska for raising sheep, an old and well informed settler of that State writes: "I know of no part of the United States where sheep are so healthy, or do so well; and I doubt if there is a place on the globe equal to Nebraska for wool growing." In some of the newly settled counties the stock is herded and crops raised without fencing, which makes it much easier for persons of small means to make a start.

PRICES OF LIVING, LABOR, ETC.

Considering its recent settlement, Nebraska is a cheap place in which to live, almost every article of consumption being abundant.

Unskilled labor is in great demand, and readily commands high wages. Farm hands find ready employment at \$25 to \$50 per month, with board.

Carpenters, blacksmiths, bricklayers, and mechanics generally make from \$4 to \$6 per day. The best hands readily obtain the latter figure.

Nebraska being a fine agricultural and stock raising country, and also being the great starting point and highway for travel over the Plains, her lands are much sought after by emigrants. Fine lands can be taken under the Homestead Law in the immediate neighborhood of good settlements, where the settler will have all the advantages of churches and schools already established. Improved farms can be purchased, say in tracts of one

hundred acres, with from forty to eighty acres under cultivation, with small dwelling and out-buildings, for from \$5 to \$25 per acre. As a general rule, farms can be bought at less than the cost of the improvements, owing to the constant emigration to the adjacent gold mines of Colorado, Idaho, and Montana.

The State has adopted a liberal free school system, which will furnish a free school, in a short time, the year round in every school district. At the present time the schools are free, on an average, about six months in the year.

Timber and stone are everywhere to be found in sufficient quantities for building purposes. Stone coal has been discovered in places.

The Great Union and Pacific Railroad extends through the center of the territory, up the Platte Valley, which winds its way across the whole territory, from east to west, and which has long since become the great highway to the Pacific. On this route one of the finest wagon roads in the world exists, which furnishes ready means of communication between the river towns and the interior at all seasons of the year. The length of the post routes within the State is 1,872 miles.

CHEAP LANDS IN NEBRASKA.

There are 1,500,000 acres of Government lands subject to be entered under the Homestead Law, or located with land warrants, or cash, in the Omaha District. These lands lie in the most fertile sections of Nebraska, being in the great valley of the Platte, and along the Elkhorn River, Shell Creek, Loupe Fork, and Wood River. The names of the counties in which these lands lie are as follows: Douglas, Izard, Washington, Dodge, Platte, Monroe, Madison, Burt, Cumming, Dakotah, Dixon, Pierce, L'Eau-qui-Court, and Archer. All information required, can be had by addressing the General Land Agent at Omaha, Nebraska.

During the past year, many thousands have found new homes in this beautiful territory. Large tracts of land have been occupied for actual settlement, whose virgin soil has, for the first time, felt the pressure of the plow. In the Platte Valley, through which the Union Pacific Railroad is already completed, over which trains are running to a point more than one hundred miles west of Fort Kearney, the most marked improvements have occurred; here thousands of acres of land have been put under cultivation, and towns and villages have sprung up magic-like into existence. The whistle of the brazen steed, as it leaps from point to point in its westward course across the valleys of Nebraska, is but the omen of the school-house and the village bell with all their accompanying civilization. Nebraska needs but labor to convert her hitherto "waste places." The Great Union Pacific Railroad, extending from Omaha, on the east, across the entire State, forming the *grand link* in the railway system of the nation, over which the commerce of the two great oceans must flow, will enrich the *Nebraska* farmer. Her valleys will teem with wealth and population. Fine farms, towns, and cities, with all the arts of civilization and science, will follow consequent to the intrinsic value of her soil, and her geographical position in the great sisterhood of States. The capacity of sustaining a great population cheaply, will bring the immigrant from the Old World, as well as the population inhabiting the Atlantic States.

THE PLATTE VALLEY.

The Platte Valley is being put under a high state of cultivation. It already produces not only sufficient grain and beef for home consumption, but a large surplus of corn and vegetables, which find a high and ready market at the farmer's door. The vast emigration for the gold regions, that annually passes over this route, furnishes a market for all coarse grains. For the last ten years the farmers of the Platte Valley have received for

their corn from one to two dollars per bushel, and I know of no place where the husbandman can locate with as flattering prospects as in the Platte Valley. The increasing demand for breadstuffs, consequent to the construction of the Pacific Railroad through this valley, and the vast and increasing emigration that, continually winding its way westward, will, for years to come, render agriculture the most lucrative business that can be engaged in in Nebraska or the West.

HOW TO REACH OMAHA.

Omaha has now a direct railroad communication with the East. The Chicago and North-Western Railway has lately been completed to the Missouri River, and passenger trains are running daily from Chicago to Omaha, a distance of five hundred miles in about twenty hours, without change of cars.

From the south, Omaha is reached by a daily line of Packets running in connection with the Hannibal and St. Joseph and North Missouri Railroads, and by steamers from St. Louis, Kansas City, Leavenworth, Atchison, and all points on the Missouri River.

Between Sioux City, Iowa and Omaha there is a semi-weekly line of steamers.

There are also numerous four-horse daily stage lines from Northern, Central, and Southern Iowa to Omaha.

DISTANCES AND ELEVATIONS ON THE UNION PACIFIC RAILROAD.

From a recent report made to the Secretary of the Interior by Col. T. J. Carter, one of the Government directors of the Union Pacific Railroad, we take the following list of roads connecting with the main line of the Pacific road, together with the distances of principal points from Omaha and San Francisco:

	MILES.
From Omaha via Chicago and North-Western Railway, to Chicago.....	502
From same via Rock Island, to Chicago.....	492
From same via Burlington, Iowa, to Chicago.....	505
From same via St. Joseph and Kansas City, to St. Louis.....	468

	MILES.
From same <i>via</i> St. Joseph and Macon, Mo., to St. Louis.....	421
From same <i>via</i> St. Joseph and North Missouri extension, to St. Louis.....	452
From same <i>via</i> Chicago, Sarnia and Montreal, to Portland.....	1,633
From same <i>via</i> Chicago, Detroit, Suspension Bridge and Albany, to Boston.....	1,522
From same <i>via</i> Chicago, Toledo, Cleveland and Dunkirk, to New York.....	1,450
From same <i>via</i> St. Joseph, Quincy, Springfield, Ill., Fort Wayne, Pittsburg and Allentown, to New York.....	1,454
From same <i>via</i> Burlington, Iowa, Logansport, Fort Wayne, Pittsburg and Allentown, to New York.....	1,386
From same <i>via</i> St. Joseph, St. Louis, Indianapolis, Columbus and Pittsburg, to Philadelphia.....	1,419
From same <i>via</i> St. Louis, Cincinnati and Parkersburg, to Baltimore.....	1,319
From same <i>via</i> St. Louis, Cincinnati and Parkersburg, to Washington.....	1,320
From same <i>via</i> St. Louis, Cairo, Corinth, Atlanta and Augusta, to Charleston.....	1,166
From same <i>via</i> St. Louis, Cairo and Columbus, Ky., to Mobile.....	1,099
From same <i>via</i> St. Louis, Cairo, Memphis and Jackson, to New Orleans.....	1,210
From same <i>via</i> Union Pacific Railroad and branch, to Denver.....	630
From San Francisco <i>via</i> Omaha, to St. Louis.....	2,811
From San Francisco <i>via</i> Omaha, to Chicago.....	2,392
From San Francisco <i>via</i> Omaha, to New York.....	3,291
From San Francisco <i>via</i> Omaha and Harrisburg, to Washington.....	3,233

DISTANCES AND ELEVATION.

The following table shows the distances between, and the elevation above the level of the sea of the principal points on the Union Pacific Railroad from Omaha to San Francisco:

	Distance in Miles.	Feet above Sea Level.
Initial point on the Missouri River (Omaha).....	965
One Hundredth Meridian.....	247	2,504
Base Rocky Mountains.....	517	6,019
Summit Evans' Pass.....	548	8,242
Laramie River.....	578	7,175
Summit Rattlesnake Pass.....	613	7,560
North Platte.....	667	6,695
Bridger Pass.....	690	7,534
Green River.....	820	6,092
Reed's Summit.....	910	7,556
Salt Lake City.....	1,035	4,286
Cedar Mountains.....	4,604
American Desert.....	1,161	4,480
Humboldt Mountains.....	6,125
Humboldt City.....	1,243	5,220
Truckee River.....	1,525
Nevada and California State Line.....	1,560
Summit Sierras.....	1,620	7,042
Western Base Nevada Mountains.....	1,709
Sacramento City.....	1,716	Tide water
San Jose.....	1,836	Tide water
San Francisco.....	1,890	Tide water
Omaha <i>via</i> Union Pacific Railroad and branch, to Denver.....	630	5,302

[From the Omaha Herald, Jan. 20th, 1867.]

THE CHICAGO AND NORTH-WESTERN AND THE UNION PACIFIC.

We took an all rail ride over Iowa the other day upon the second passenger train that ever crossed that splendid State. In September last we made the same trip, having to travel one hundred and fifty miles by stage. The change requires no other comment than is due the unyielding and persistent energies which have rendered such a result possible. The shrill music of the locomotive echoes through the Boyer into the Missouri Valley, and responds to that which hourly proclaims the marvelous progress of the Union Pacific. Continuous rail unites Omaha and Chicago and New York, and stretches yet three hundred miles to the west of us, the power that has accomplished all this being impatiently waiting for the opening season to enable the mighty work to leap forward to the mountains. The giants of finance and the real workers in our advancement we lately saw in eager counsel in New York, fixing the plans and moulding the agencies upon a mighty work which is to be done the ensuing year. In Omaha their agents are also at work arranging and perfecting the details for the approaching season of new achievements in pushing onward the grandest enterprise of the age.

[From the Chicago Republican.]

THE UNION PACIFIC RAILROAD.

The rapid progress being made in the prosecution of this great national enterprise is undoubtedly one of the signs of the times. The following facts, obtained from a recent report of T. J. Carter, one of the Government directors, to the Secretary of the Interior, indicate what has been done the past year, and what is expected to be accomplished during the present.

Col. Carter reports the road already in operation 305 miles west from Omaha—a total distance of eight hundred and seven miles from Chicago, and seventeen hundred and six miles from New York City. In addition to this, two hundred and twelve miles are under contract to be constructed and opened this year, making the whole distance of railroad communication west from Chicago, in 1867, one thousand and nineteen miles. When the bridge across the Missouri, opposite Omaha, is completed, (which it is expected will be the case before the close of the year,) this connecting with the road already completed to Council Bluffs, the line from New York *via* Chicago, will be continuous and without break.

The Central Pacific Railroad of California is already completed and in running order a distance of ninety-three miles from Sacramento eastward, and it is expected that one hundred miles more will be constructed before the close of the year. This, with the portion to be constructed east of the mountains, will make a total length of completed road over seven hundred of the seventeen hundred and sixteen miles between Omaha and Sacramento. From the progress made during the past two years, there is good reason to believe that the remaining one thousand miles will be completed by 1870, thus making railroad communication between the Atlantic and Pacific complete.

The effect of this enterprise upon the future, not only upon our Western States and Territories, but of the whole country can scarcely be estimated. It will insure safety to our pioneer settlers from Indian depredations, by enabling the Government to promptly throw troops and supplies to the vicinity of any point where they may be needed. The country along the line of road will be rapidly settled, its agricultural and mineral resources will be developed, and towns and cities will grow up, thus adding millions yearly to the wealth of the nation. The extension of the trade of the great cities of the West will scarcely have been preceded in any other period of our history. The addition to the national wealth, in consequence of the impulsive working

Was a passenger on the first train to Julesburg also to Cheyenne - the opening of train to North Platte Dec 66 saved 298 miles of

Staging

UNION PACIFIC

of the gold and silver mines of Colorado, Nevada, Idaho, and other regions contiguous to the line of railroad, will amount to hundreds of millions annually.

North Platte Dec 66

North Platte Dec 66

TABLE OF DISTANCES FROM OMAHA TO SALT LAKE VIA DENVER.

Omaha to		Rock Creek.....	11- 758
North Platte via U. P. R. R.....	298	Medicine Bow.....	17- 775
Fremont Springs.....	15- 313	Elk Mountain.....	8- 783
Elkhorn.....	11- 324	Pass Creek.....	14- 797
Alkali Lake.....	14- 338	North Platte.....	16- 813
Sand Hill.....	12- 350	Sage Creek.....	14- 827
Diamond Springs.....	11- 361	Pine Grove.....	10- 837
South Platte.....	15- 376	Bridger's Pass.....	9- 846
Julesburg.....	14- 390	Sulphur Springs.....	10- 856
Antelope.....	12- 402	Waskie.....	11- 867
Spring Hill.....	13- 415	Duck Lake.....	13- 880
Denison's.....	13- 428	Dug Springs.....	12- 892
Valley Station.....	12- 449	Laclede.....	15- 907
Kelley's.....	15- 465	Big Pond.....	12- 919
Beaver Creek.....	12- 467	Black Buttes.....	14- 933
Bijou.....	20- 477	Rock Point.....	14- 947
Fremont's Orchard.....	16- 503	Salt Wells.....	14- 961
Eagle's Nest.....	11- 514	Rock Spring.....	14- 975
Latham.....	12- 526	Green River.....	15- 990
Big Bend.....	15- 541	Lone Tree.....	15- 1005
Fort Lupton.....	17- 558	Hans Fork.....	18- 1023
Pierson's.....	15- 573	Church Buttes.....	12- 1035
DENVER.....	14- 587	Millersville.....	8- 1043
Child's.....	11- 598	Fort Bridger.....	13- 1056
Boon's.....	12- 610	Muddy.....	12- 1068
Little Thompson.....	18- 628	Quaking Ash Springs.....	10- 1078
Big Thompson.....	8- 636	Bear River.....	20- 1098
Laporte.....	16- 652	Needle Rock.....	16- 1108
Boner.....	10- 662	Echo Canon.....	10- 1118
Cherokee.....	12- 674	Hanging Rock.....	10- 1128
Virginia Dale.....	12- 686	Weber.....	10- 1138
Willow Springs.....	15- 701	Daniel's.....	12- 1150
Big Laramie.....	15- 716	Kimball's.....	11- 1161
Little Laramie.....	14- 730	Mountain Dell.....	15- 1176
Cooper Creek.....	17- 747	Great Salt Lake City.....	14- 1190

TABLE OF DISTANCES FROM OMAHA TO VIRGINIA CITY, MONTANA, VIA THE YELLOW STONE ROUTE.

Omaha via Union Pacific R. R. to		Crazy Woman's Fork.....	32-698
North Platte.....	298	Clear Fork.....	20-718
Fort Laramie.....	308-506	Peno Creek.....	23-746
Horse Shoe.....	37-543	South Fork Little Horn River.....	26-782
Box Elder.....	40-553	North Fork Little Horn River.....	26-808
Cheyenne River.....	30-613	Big Horn River.....	18-826
Wind River.....	18-631	Virginia City.....	170-996
Fort Reno.....	35-666		

Rail Road completed to North Platte Dec-1866. to Julesburg June 1867 to Cheyenne & Forts 1867- 23

SALT LAKE TO BANNOCK CITY.

Salt Lake City to		Black Foot Creek	12-173
Farmington.....	17	Black Foot Crossing.....	17-190
Ogden.....	20-37	Wolf Creek.....	8-198
Brewery.....	7-44	Luce's Creek.....	12-210
Brigham City.....	15-59	David Creek.....	14-224
Box Elder.....	4-63	John Gray's Creek.....	12-256
Wellsville.....	11-74	Snake River.....	8-244
Logan.....	9-83	Leaving Snake River.....	10-254
Summit Creek.....	8-91	Cumms Creek.....	24-278
Franklin.....	12-103	Scott's Ranch.....	26-304
Bear River Ferry.....	10-113	Summit Creek.....	9-313
Deep Cañon.....	14-127	Johnson's.....	29-333
Cottonwood Creek.....	6-133	Camp at Red Rock.....	14-347
Bear River.....	10-143	Horse Creek Ranch.....	23-370
Canon Creek.....	2-145	Bannock City.....	11-381
Soda Springs.....	16-161		

Running in direct connection with passenger trains of the Union Pacific Railroad, between North Platte and the Mountains, is

WELLS, FARGO & CO'S LINE OF OVERLAND MAIL AND EXPRESS COACHES.

This Company run Daily Lines of Stages *via* Denver City, Colorado, to Salt Lake City, Utah; thence a Tri-Weekly Line to Bannock City, Virginia City and Helena, in Montana Territory, and Boise City in Idaho Territory, connecting at Salt Lake City with the Daily Stages of the Overland Mail Company to Folsom, California, *via* Egan Canyon, Ruby Valley, Austin, Carson City, Virginia, and Placerville; also, a Daily Line of Stages from Denver City to Central City, Colorado.

The Route is stocked with Concord Coaches and Hacks, and every attention is given to the comfort of the traveling public.

Passengers may stop at any point on the route and resume seats in coaches when they are not full, giving notice to the Agent, at the Station they may stop at, of their intention.

Twenty-five pounds of Baggage is allowed to each passenger.

Shippers of freight for the Mountains, when not using their own teams, can consign goods to care of the "Western Transportation Company's Fast Freight Line," to "Wells, Fargo & Co's

Nov 18-1867

Fast Freight Line," or "Woolworth & Barton's Overland Transportation Co.," all at North Platte, and all reliable companies; any one of which will transport goods to Denver, &c., promptly, and at reasonable rates. Shippers may be assured that all freights will receive dispatch and careful handling.

Any information that emigrants or others may desire relating to rates, routes, time required to reach any point in the Mountains, Railroad, Steamer, or Stage connections, &c., &c., will be cheerfully furnished, on application by letter to the Superintendent, General Freight or General Ticket Agent of the road at Omaha.

M



by an Periodical Dealers. COMPANY, Chicago.

UNION PACIFIC RAIL ROAD

AND CONNECTIONS.

(MAIN LINE)



(See Appletons' Railway Guide.)

LIBRARY

OF THE

UNITED STATES

NAVY

DEPARTMENT

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

NAVY

CAMPBELL'S
WESTERN RAIL ROAD

AND

EMIGRANT GUIDE,

CONTAINS

MUCH VALUABLE INFORMATION FOR ALL

WHO WISH TO

VISIT THE GOLD FIELDS.



IT TELLS YOU

HOW TO GET THERE,

AND

WHAT TO TAKE FOR AN OUTFIT.



Don't leave Chicago, Cincinnati, or St. Louis, without a copy of Campbell's Guide. Price only 20 Cents.

Published by THE WESTERN NEWS COMPANY, Chicago.
Sold by all Periodical Dealers.

**SHORTEST AND QUICKEST ROUTE
TO THE
GOLD FIELDS OF THE WEST,**

IS VIA

THE UNION PACIFIC RAIL ROAD,

NOW OPEN

FROM OMAHA TO JULESBURG.

400 MILES WEST OF THE MISSOURI RIVER—900 MILES ALL RAIL WEST OF CHICAGO.
WITH

BUT ONE CHANGE OF CARS,

AND

250 Miles Nearer the Mountains than any other Line.

General Agent

To Chicago, 23-1867