

**THE UNION PACIFIC RAILWAY,
EASTERN DIVISION: OR, THREE
THOUSAND MILES IN A
RAILWAY CAR**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649421527

The Union Pacific Railway, Eastern Division: Or, Three Thousand Miles in a Railway Car by
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Cover @ 2017

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STANFORD LIBRARY

PHILADELPHIA:
RINGWALT & BROWN, STEAM-POWER BOOK AND JOB PRINTERS,
Nos. 111 and 113 South Fourth Street.
1867.

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PREFACE.

The following pages contain the record of a journey made by a party of gentlemen from Philadelphia to Kansas and back, during the month of November, 1866. The object of the excursion was to examine the condition of the Union Pacific Railway, Eastern Division, to assemble in council, at Leavenworth, those who were specially interested in it, and to make such scientific and industrial researches along the route as might be of advantage to the enterprise. How this was effected has already been laid before the public in several prominent journals.

The writer has taken pains in these letters to depict, *as truthfully as possible*, his experience and impressions of this very interesting journey. As the condition of that grand national enterprise, the Pacific Railway, was the principal subject of discussion by the tourists, the facts thus evolved form, of course, the subject matter of the series. As for the rest, he has done his utmost to set forth how he and his friends passed their time during their trip of three thousand miles in a railroad car, and what were his real feelings at the time. His chief object in republishing these letters—written originally for *Forney's Press*, of Philadelphia—has been to express, in a collected and somewhat more durable form, a slight tribute of his gratitude to the gentlemen of the company to whose general kindness and personal courtesy he is indebted for having passed as pleasant a month as it was ever his fortune to enjoy.

Philadelphia, January 9, 1867.

C. G. L.



THE WEST.

LETTER FIRST.

HARRISBURG, October 29, 1866.

A few years ago an excursion to Fort Riley, Kansas, seemed like a tour to the Russian Territory, or one of those half life-long jaunts which were indulged in by the old travelers, who, having no apprehension of being followed by any one, lied, of course, *at discretion*. Then the word for such a trip was "make your will." Then the most reckless traveler provided himself with long boots and many weapons, blankets and blue beads, pewter jewelry and nose rings, with whatever else might be fashionable among Indian belles and warriors. Then there were long farewells to newspapers and other delicacies of refined life. Then, in a word, Kansas was a distance of the first magnitude, and a danger of the tip-topmost order. Murder and robbery were apprehensible, for, in one word, travelers were Sharp-rifled.

And now what a change! This morning we left—a pleasant party of eleven—on our way to the terminus of the Union Pacific Railway, Eastern Division, at that Fort Riley, which was within so short a time a mere Indian station, with a name rather more suggestive of scalps and treaties than of cheerful jaunts and treats. As the gentlemen of the company are in a great measure directly interested in the stupendous industrial enterprise which is to connect the two oceans by an iron girdle, and as they are well known in this relation, I take the liberty of giving their names. They are General William J. Palmer, well known during the war as one of the most efficient officers of the great Army of the Cumberland, Colonel of the famed Anderson Cavalry; Mr. Ed. Miller, Thomas A. Biddle, J. R. G. Hassard, of the New York *Tribune*, Captain W. F. Colton, Dr. John L. Leconte, Mr. John Browne, Casper Souder, of the *Evening Bulletin*, Strickland Kneass, and Theodore Cuyler. In addition to these,

other gentlemen interested in the Pacific Railroad will join us at different points as we progress. Our preparations, unlike those which would have been made a few years ago, are not more extensive than those which might be made for New York or any other not remarkably savage place. In fact, with the comfortable "directors' car," luxurious as that used by Louis Napoleon himself, (perhaps some of my readers have seen that *ne plus ultra* of locomotive comfort,) with a nest-like movable arm chair as our *least* comfortable resting-place, and with the pleasing assurance that we do not quit this car until we shall see the stone walls of Fort Riley—in fact, journeying as the gentleman of Addisonian fame wished he might, in smoking-cap and slippers, when so inclined—it will be seen that the *art of traveling* has now reached a high state of perfection indeed. When the reader reflects that this journey, accomplished in this style, takes us exactly to the centre of the North American Continent, and that it is now an almost foregone conclusion that the entire road will be completed within a few years, so that one may ride in his slippers from ocean to ocean, it will be seen what is meant by those magic words, "industrial progress." A phrase which I have heard defined by a humble student of Republican principles as meaning that "all the world should keep on having a better and better time."

An illustration of a minor branch of industrial progress met my eye on the "Pennsylvania Central," in the form of a splendid stone villa, such as is called a *cottage ornée* in England, a *chateau* in France, and a *Schloss* in Germany, which, as I am informed, is built entirely from paper shirt collars. I have seen in my time a handsome house, with double coach-house, which was made of shoe blacking; half a dozen gentlemen's mansions which owed their structure to oil; one beautiful mass of Gothic towers which were literally erected from cards—(a card-house, in fact), and one palatial pile of buttons. Yet paper shirt collars will build more than this. When a single *improvement* in such a comparative trifle sells for three hundred thousand dollars, it can be seen that they can build up fortunes.

Another and truly magnificent item of industrial progress may be seen further on the same road, in the Pennsylvania Steel Works, three miles east of Harrisburg, where steel is to be manufactured by the Bessemer process. It is nothing remarkable for palaces to be erected to labor in these days, and the grand proportions of this building are such that with due ornament it would not seem inferior to the proudest of our city edifices. Simple in details as it is, this building must impress a refined taste as one of the most beautiful of its kind in America.

LETTER SECOND.

CRESTLINE, OHIO, October 31, 1866

Although my readers have doubtless heard for many years of the great Pacific Railroad, which is to connect the two shores of the North American Continent, it is more than probable that the majority have a very imperfect idea of the plan on which it is being constructed; and, in fact, it would be difficult for any one who has not made a specialty of the subject to be familiar with it, since some of its most important features are of a very recent introduction. Let me endeavor, then, so far as it is in my power, to convey, within brief limits, a sketch of its present condition, passing over the early efforts made to establish it, and the enormous expenses and many errors which were incurred or involved before anything like a practical plan, corresponding to the real wants of the whole country, was adopted.

GENERAL SCHEME.

The Pacific Railroad, in its present condition, may be rudely compared to a pitchfork, of which the portion west of the Rocky Mountains, or the California branch, forms the handle, and the Omaha and the Kansas, or rather the northern and southern roads now building east of the Rocky Mountains, are the tines. By their acts of incorporation, these roads are, however, distinguished with singular lack of inventiveness, the one as the Union Pacific Rail-road and the other as the Union Pacific Rail-way, Eastern Division. As regards the latter distinctive name, I am quite of the opinion of a writer in the *Pittsburg Gazette*, that it might more properly be at present called the Southern Division. As another route to the south of this is being planned, it will probably be known eventually as the Central Road. It has again been suggested that, as it will form the most direct route across the continent, it could well be called the Continental. Owing to the similarity in names, some confusion has arisen in the public mind as regards these two roads now being built to the east of the Rocky Mountains.

THE UNION PACIFIC RAILROAD—OR OMAHA ROUTE.

Let the reader take up the latest maps—say those in “*Appleton’s Guide*”—and he will see that from Omaha, on the Mississippi River, there is a railroad running westward, partly on the Nebraska and Platte River. This is the Union Pacific Railroad, which is principally owned in New York and New England. The president of this road is the well known General Dix, while among those prominent in its management are the Hon. Mr. Ames, of Massachusetts, John B. Alley and Thomas C. Durant. It is intended, by the provisions established by Congress, that

this Company shall build a railroad from Omaha towards the Pacific Ocean, until it meets the Central Pacific Road of California, now traveling rapidly towards it from the West on the other side of the Rocky Mountains.

The following extract sets forth the relations of this road with the routes east of the Missouri, which are most nearly connected with it, yet which are not as yet completed: "There are five of these roads. 1. The Cedar Rapids and the Missouri River. 2. The Mississippi and Missouri Railroad, which is the Iowa arm of the Chicago and Rock Island Railroad. 3. The Burlington and Missouri River Railroad, which is the Iowa arm of the Chicago, Burlington and Quincy Railroad. 4. The Council Bluffs and St. Joseph Railroad, connecting with the Hannibal and St. Joseph and Northern Missouri, from St. Louis. 5. The Dubuque and Sioux City Railroad, which is pointing that way. Two of these connections will probably be made during the course of the next summer. In addition, the American Central Railway has been projected, which is to run on an air line from Fort Wayne to Omaha."

This "Omaha Road" is at present three degrees and twenty minutes farther to the west than its more southern rival, but this advantage is counterbalanced by the unfinished state of the roads which are to connect it with the East. As regards climate and the impediments incident to winter travel, it compares with the more southern or Union Pacific Railway road much as the railroads of Canada and New England compare with those of Pennsylvania. Whether the fears once entertained of the tremendous snow drifts said to abound in Nebraska are well founded, remains to be seen; it is, however, to be hoped that, like many of the other bug-bears once raised by croakers against the Pacific Railroad, they are without reason.

THE UNION PACIFIC RAILWAY.

It is at Wyandotte, on the Missouri River, not far from Kansas City, that the Union Pacific Railway—that which we are now *en route* to visit—actually begins. By reference to the railroads lying towards the East, it will be seen that its affinity with our own city, Philadelphia, is very direct, owing to its direct connection with the so-called Pacific Road of Missouri, which intersects the last named State. It cannot fail to interest the reader to know something of this Missouri Road, which forms, as it were, an introduction to the Pacific Railroad proper.

This latter track, in fact, directly unites the Pacific Road in question with St. Louis. The Pacific Railroad of Missouri is built by a State organization, and extends from St. Louis to the east line of Kansas, by Kansas City and Wyandotte; at which place, as I have stated, it joins