Hermann Stieffel's watercolor on the cover is of the south side of Fort Harker, about 1870. The two Stieffels reproduced above depict the fort's east side. Their main buildings are similar but the foreground details differ.

(For more information on the artist and his work see United States National Museum Bulletin 225, Hermann Stieffel, Soldier Artist of the West [1960], by Edgar M. Howell.)
An invitation to celebrate the opening of the Union Pacific railway from Wyandotte to Lawrence. The celebration was planned for the summer of 1864, but Samuel Hallett's murder on July 27 delayed the road's completion to Lawrence.
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When the Union and Kansas Pacific Built Through Kansas

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BY 1861 the territorial legislature had chartered 51 railroad companies. However, only one, the Elwood and Marysville, had laid any track in Kansas and it stopped in the summer of 1860 after building five miles from Elwood to Wathena. At that point railroad expansion west of the Missouri ceased, and weeds and grass triumphed over wood and iron while Kansas devoted its economic and physical resources to the demanding responsibilities of new statehood and an enervating civil war.

Rails west probably would have remained in the longitude of Wathena for the duration had not congress passed the Pacific Railroad bill which President Abraham Lincoln approved on July 1, 1862. This law, providing federal aid in the construction of a transcontinental railroad, renewed the hopes of the state's railroad advocates since three feeder lines were authorized to build through Kansas and eventually connect with the main line in the vicinity of Fort Kearny.

Under the terms of the Pacific Railroad act the Union Pacific was chartered to build westward from the 100th meridian in the territory of Nebraska to the west boundary of the territory of Nevada while the Central Pacific, an existing California corporation, was to build eastward from the Pacific coast at or near San Francisco (or the navigable waters of the Sacramento river) to the east boundary of the Golden State. Should either railroad reach its destination before making connections with the other, construction could be continued until connection was made.

East of the 100th meridian several railroads were to build connecting links from the Missouri river. The Union Pacific could be constructed from the western Iowa border and also from Sioux

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City while the Hannibal and St. Joseph, already in operation across Missouri, might build from St. Joe via Atchison either to the Union Pacific anywhere east of the 100th meridian or to the Leavenworth, Pawnee and Western. The latter was to run “from the Missouri River, at the mouth of the Kansas River, on the south side thereof, so as to connect with the Pacific railroad of Missouri. . . .”

On its way to the Union Pacific main line in the vicinity of Fort Kearny the Leavenworth, Pawnee and Western could also build a branch from Leavenworth if it so chose.

It was the Leavenworth, Pawnee and Western railroad which particularly interested Kansans. The line was projected up the Kansas and Republican rivers dissecting the populated regions of eastern Kansas. With luck the road could be completed to Fort Kearny before the Union Pacific and perhaps even continue to the Pacific coast. At least this idea was current in some quarters at the time.

The L. P. & W. was one of Kansas’ oldest chartered railroads, having been authorized on August 30, 1855. By the time it became a part of the great national railroad, however, it had yet to lay a single tie or rail. A lethargic administration employed a small force of laborers grading near Leavenworth in 1862 but work progressed slowly. With passage of the Pacific railroad bill new life was injected into the company and Kansans eagerly looked forward to the day when the iron horse would puff along the Kaw valley.

Much has been written about the construction, financing, and history of the Leavenworth, Pawnee and Western and its successors, the Union Pacific, Eastern Division; Kansas Pacific; and finally the Union Pacific. Nowhere, however, is there an accurate chronology of the road’s progress through the state nor any accumulated record of the heartbreak, jubilation, dreams, disillusionments, and contemporary comment caused by the railroad as it was thrust through an undeveloped West. It is for this reason that contemporary newspaper and magazine accounts have been abstracted to tell the following story of the railroad’s progress through Kansas and eastern Colorado to Denver. The editors have refrained from injecting personal comment or conclusions as much as possible. What follows, then, is the story of the Union Pacific Railway, Eastern Division (Kansas Pacific) as Kansans of the time watched it being built.

More than a year passed after President Lincoln affixed his signature to the Pacific railroad act before actual construction began on the Leavenworth, Pawnee and Western under federal aid. However, news continually appeared in local papers, much of it speculation based on rumors, incorrect rehashes of Eastern misinformation, or pure imagination on the part of local editors. A sample was reprinted from the New York Tribune by the Wyandotte Commercial Gazette, May 2, 1863, with an interesting local comment appended:

THE WORK ON THE PACIFIC RAILROAD.

Notwithstanding the internal dissensions in our country during the past two years, it is gratifying to know that work upon the great Pacific Railroad has been carried on from both ends of the route. The road is divided into three portions, the Eastern, Central and Western, to be constructed by three different companies. The Eastern portion, embracing the territory from the mouths of the Missouri and Kansas to the 100th meridian of longitude west of Greenwich, a distance of about 350 miles, is to be constructed by the Leavenworth, Pawnee and Western Railroad Company of Kansas. This portion, we learn, is nearly completed.

We clip the above from the Washington correspondence of the New York Tribune [stated the Gazette editor]. It will be news to the people living along the line of the nearly-completed portion of the Pacific Railroad.

One of the most significant steps taken by the Kansas railroad prior to actual construction occurred on June 6, 1863. The Leavenworth Daily Conservative, June 7, reported:

Union Pacific Railway Company.—At a meeting of the stockholders of the Leavenworth, Pawnee and Western Railroad Company, held at their office yesterday, the name of the Company was changed to "Union [Pacific] Railway Company, Eastern Division." Gen. J. C. Fremont was elected President of the road. This is an excellent move, and will place the work in a swifter and surer path of progress than perhaps it would attain under the control of any other man in this country. Gen. Fremont is warmly enlisted in the enterprise and proposes to devote his energies and vast resources to the vigorous prosecution of the work.

The Wyandotte Commercial Gazette, June 13, 1863, reprinted the Conservative's article, and added:

In addition to the above, we learn from the New York Tribune of June 4th, that Mr. Samuel Hallett, widely known in monied circles as a man of large financial experience, combined with an energy and indomitable will to which all obstacles are made to succumb, is engaged in the enterprise with Gen. Fremont. —With two such men to engineer the enterprise, there need be no further fears of failure.

Samuel Hallett arrived in Leavenworth on August 11 and immediately assumed control of the work going on there. Since the
government subsidy covered only the road from Wyandotte west, with no help forthcoming from Leavenworth to aid in construction of that portion of the line, Hallett concentrated efforts at the mouth of the Kansas river where he arrived early in September. A deciding factor was time, for the Union Pacific, Eastern Division, had only until November, 1864, to complete its first 100 miles.

Having arranged for 50 miles' worth of materials before coming to Kansas, Hallett was confident that the road could be completed speedily. The Wyandotte Gazette, September 5, 1863, stated:

Mr. Hallett assures us that it is his intention to have fifty miles of the Road completed and in running order by the first day of December next, and we judge by the quiet determination of his manner, and the character he bears for untiring industry and indomitable energy and perseverance, that the work will go on very much as he predicts.

Certainly Hallett's initial efforts were commendable. In that same issue of the Gazette he had this advertisement inserted:

**1000 LABORERS WANTED**

To commence work on the Union Pacific Railway, at Wyandotte.

Work to commence on Monday the 7th of September inst.

$1.50 per day, cash every Saturday night.

Foremen wanted, wages from $50 to $100 per month, they furnishing 25 laborers.

**SAMUEL HALLETT & CO.**

Sept. 4, 1863.

Construction began on the north side of the Kansas river on Monday morning, September 7. The Gazette, September 12, 1863, reported:

**BREAKING GROUND ON THE UNION PACIFIC R. R. E. D.**

Last Monday at 10 o'clock A. M. work on the Union Pacific R. Road was commenced in a manner so quiet and unassuming and so unlike all other public enterprises in this country, we believe the company are really depending upon bone, muscle and green-backs to build and equip the road, in place of sounding editorials, noisy speeches, big talk, and worthless subscriptions. The active working man of the firm of Samuel Hallett & Co., Mr. John L. Hallett in company with four of our citizens, Mr. Boughton of Kansas City, and one Military Captain, went to the line of the road on the north side of the Kansas River, about ½ of a mile from the Missouri, followed by about one hundred men with axes ready for the work.

Immediately on the arrival of Mr. Hallett he gave directions to his superintendent to clear a space 50 feet on each side of the line. Mr. Silas Armstrong and A. B. Bartlett, Esq., each claimed the privilege of cutting the first tree. Each held his ax, standing by trees of about the same size. Mr. Hallett gave
the order to cut, and both trees fell about the same instant. A single cheer resounded through the woods and was lost in the quiet waters of the river, and the great Pacificator of the Nation had sprung into life.

The men entered upon the work with great zeal, and at the present writing (Wednesday morning) have cleared two miles, ready for grading.

We believe this road will be built. Every indication favors such a result.—The company are the special favorites of State and National Legislation and seem to feel strong enough in themselves without begging “corner lots” or favoring any particular paper town. In view of these things, and especially the magnitude of the corporation, and their doing what they have to do, let us give them the right hand of fellowship and all the amenities and courtesies of an appreciative public.

Let those through whose lands the Road may pass, voluntarily relinquish their right of way, and in all things let us do what we can to impress the company with our heartiest sympathies and good will.

A week later, September 19, the editor of the Gazette wrote:

We were out on the line of the railroad Tuesday afternoon, and again on Friday. It is astonishing to see how the work moves along. It looks very much like having a railroad in running order from here to Lawrence by the first of January. The company have got one of their excavating machines upon the ground, said to be capable of doing the work of one hundred men. We were a few hours too soon to see it in operation on Friday, but intend to see something of its style of doing business early next week, providing Capt. Converse can spare his easy-riding pony again. The company have some fifteen of these machines ordered, and will put them on the work as fast as they are completed.—With these great labor saving machines, and a largely increased number of hands, we may well believe that the work of grading on the Union Pacific Railway Eastern Division will progress with such rapidity as to satisfy all concerned.

Still another week and the Gazette, September 26, 1863, was able to report that over three miles of grading was finished:

OUR RAILROAD.

They are getting along so far with the railroad, that it takes the best part of a half a day to give it even a hasty glance. Our good neighbor, Capt. Converse, was around again with an extra pony on Tuesday, and together we galloped over the line as far as the grading is completed. We expected to see the machine at work, but were disappointed in that, as there has been some miscalculation about the belting on the part of the maker, or the wrong kind was sent, so that it fails to work as it should. This will soon be remedied however, and the machine, with another which was landed at our levee on Thursday, will be throwing up the dirt in fine style before many days.

The engineers have located something over nine miles—the roadway is cleared about half that distance, and the grade completed a little over a third. When we were out on Tuesday, they were just fixing up the pile-driver, and were about ready to commence driving piles for the bridge, or rather the trestle-work approaching the bridge, on the west side of the river.

Considering the difficulties inseparable from the starting of so great an enterprise, the scarcity of labor, the machinery to be got into working order,
the arrangements necessary to be made for subsisting and sheltering the hands along the line of the road, and we may say that better progress has been made than could have been expected.

The number of laborers is being increased every day, the machines will soon be in working order, and everything indicates that the company will shortly be able to report progress at the rate of a mile a day of finished road-bed.

The same issue of the *Gazette* contained comments on the availability of rails and ties:

The first hundred tons of railroad iron for the Union Pacific Rail Road, Eastern Division, were shipped from Elmira, N. Y., on the 15th inst.

**RAILROAD TIES.**—We understand that our friend William Bunker has got a contract to furnish a large lot of ties for the railroad. Bill is a genuine Yankee, is experienced in the business, and we venture to say will furnish the best ties that will be brought upon the line of the road.

Grading had reached the 15th mile post by October 17, 1863, when a bit of railroad romance crept into the *Gazette*:

**RAILROAD PROGRESS.**

Workmen continue to arrive to help push the Union Pacific Railway forward toward the setting sun. . . . We learn from Capt. Robinson, that fifteen miles are completed, and ready for the ties. Nearly ten thousand ties are delivered already, and with the hands the contractors will have in a few days they propose to deliver a thousand a day, and more if necessary.

This looks very much as if the railroad was to be built in time for us to ride to Lawrence on the first of January.

A large quantity of iron has been shipped, and will soon be here, the locomotives and cars will not be far behind, and almost before we know it the shrill whistle of the engine will be heard, and away goes the first train up the Kaw valley. All aboard!

Work was so far along by November 7 that the editor of the *Gazette* despaired of visiting the workers any more until rail transportation was available:

The railroad is being pushed so rapidly westward, that we have given up the idea of trying to visit the work again on horseback, but propose in a few weeks to take a trip on the cars, and see how they get along.

Those who have been up on the track within the last few days, assure us that they will have twenty-eight miles done this week. That will do very well.

The grading crew reached mile post 40, near Lawrence, on November 18, two days ahead of schedule. The Kansas City (Mo.) *Daily Journal of Commerce* announced the fact that same day:

**THE FIRST FORTY MILES DONE.**

Old fogedom will open its eyes this morning when it learns that the first section of forty miles of the Union Pacific railroad *is graded and ready for the ties*. The energy and rapidity with which this work has been prosecuted, are unparalleled in the history of railroad making. The superstructure is also mainly on the ground, the iron on the way hither, and there is no reason to
doubt that the cars will be running from this city to Lawrence by the first day of January next.

We invite the attention of railroad men throughout the country to this earnest of the rapid completion of the entire Kansas line of the great road, which is to span the continent. The same energy and indomitable will, which have sufficed to push the first forty miles through in an incredibly short space of time, will be brought to bear upon each succeeding section of the road. One year hence we shall undoubtedly see the cars running from Kansas City to Fort Riley; and transporting over the road the entire military supplies as well as ordinary commerce of New Mexico, Arizona, Utah and Colorado. It will be such a trade as no new road ever yet started its career with.

The Kansas Valley line is bound to be the great trunk line of the Pacific road. It will be completed years before any other line can compete with it, and it will have a direct connection by way of the Missouri Pacific with all the great trunk lines of the country. Can it be necessary, in view of the present and prospective condition of things all about us, to urge upon the Legislature of Missouri, that it at once take measures to secure the immediate completion of the Pacific line in our State? The march of events is startlingly rapid. We must be up and doing, if we would secure those advantages which our position entitles us to, but which mere position will not suffice to secure.

Meanwhile, the Leavenworth to Lawrence branch of the road lay unfinished and, for the time being, abandoned. The Wyandotte Gazette, November 21, 1863, quoting the Leavenworth Bulletin, reported the sorry state of affairs:

Nor So.—In a leading editorial in the St. Louis Democrat of Saturday, on the Pacific Railroad, there occurs this sentence: "There is a railroad from Lawrence to Leavenworth, in Kansas, (distance some thirty miles.)" This is a mistake, though we wish it was not. There are some ten miles graded—or rather hawed over—and we believe some abutments erected on two of the streams and a lot of stone scattered along in places where it is necessary. That is all.

Rails which had been expected, at least by the newspapers, for weeks, were reported to be in Weston, Mo., by the Wyandotte Gazette, November 28, 1863:

We understand that dispatches have been received from Mr. Samuel Hallett, saying that ample transportation has been secured for getting the iron and equipments for the road down from Weston, he having chartered one boat, and bought another in St. Louis, for thirty thousand dollars, cash, which will be at our levee in a day or two. Mr. S. Hallett will also be here himself in a very few days, and will immediately commence arrangements for pushing ahead on the second section of forty miles.

We will soon be able to sing:

"Bless me, this is pleasant—
A-riding on a rail,"

all the way up to Topeka; and then we will all be in "fine spirits."
In that same issue was recorded the iron's departure from Chicago on November 19:

PACIFIC RAILROADS.—The Chicago Tribune of Nov. 20th says:

"This road is being pushed forward rapidly. Yesterday the contractors transhipped from this city the iron for the first fifty miles of the road, which will be running by the 1st of January, 1864. Twenty of the finest passenger cars, a first class locomotive, and all the machinery necessary to equip the road from Leavenworth and the mouth of the Kansas river to Lawrence, were also sent westward. The Kansas branch of the National Pacific Railroad will be completed at an early date. It will probably terminate at Fort Kearney, Nebraska."

Weather worked against the railroad and a frozen river prevented the delivery of the rails. The Gazette, December 5, said:

OUR RAILROAD.

The railroad track from this city to Lawrence being all graded, a large additional force has been set at work cutting and delivering ties and building the necessary culverts and bridges. This part of the work is being pushed very rapidly, and will be all completed and ready for the iron as fast as it arrives.—We did hope to be able to chronicle the arrival of at least one cargo of iron in our issue of this week, but the elements have been against us. The severe cold weather last week closed the river above, so that the boats have not been able to move. But the mild weather for the last few days, will, if it continues a little longer, open navigation again, so that we may expect to see the boats running, and the iron, cars and locomotives arriving at our levee some time next week. In this connection, we copy the following dispatch from Col. Waterman to Mr. Hallett:

CHICAGO, Dec. 1st, 1863.

Eighteen cars of iron, with locomotives, will leave Chicago for Quincy to-morrow morning. I leave in person to-morrow night to see that all crosses the river O. K.

A. H. WATERMAN.

At this stage of the enterprise, and under the existing circumstances, we see no reason why we should not have our New Year's ride to Lawrence, unless the weather becomes intensely cold again within the next two or three weeks, which we do not believe will be the case.

The Wyandotte Gazette was still optimistically awaiting the rails on December 12:

THE RAILROAD.

The ties are already down, ready for the iron, at the commencement of the track on our levee, and for a considerable distance westward. A large part of the iron for the first forty miles has arrived at Weston, and as we go to press, Friday afternoon [December 11], we are looking every moment for the first cargo to arrive here.

Included in the shipment which arrived in Weston was the railroad's engine number one, the Wyandotte, and its first conductor,
Moses Brinkerhoff. The Leavenworth Daily Conservative, December 13, 1863, said:

Pioneer.—The renowned locomotive, Wyandotte, for the Union Pacific Railroad, reached Weston yesterday in charge of Mr. M. Brinkerhoff, who is to be the pioneer conductor. Mr. Brinkerhoff is one of the oldest conductors in our remembrance, having run on the Hudson River Railroad for many years, which road he left to go on the Panama railroad in 1855. Mr. Brinkerhoff is the gentleman who acted so nobly at the massacre on the Isthmus April 15, 1856, when the natives organized for the purpose of robbing the specie train on that road, he by his presence of mind saving his passenger train and running back, signaled the specie train, which was following his, thereby saving both trains, for which the company presented him with an elegant watch and chain, diamond pin, ring, and many other costly presents. This conductor is known by many of our citizens as the handsome conductor of the Hannibal & St. Joseph R. R., where he has been employed since 1856.

Welcome Mose! may we soon hear your musical "Go ahead."

Though rolling stock and rails had reached the Missouri river, trouble still dogged the road and the steamboat Majors ran aground with a load of iron bound for Wyandotte. Wagons were dispatched to the ice-bound steamboat, but the editor of the Gazette apparently had given up his long cherished dream of a railroad ride to Lawrence on New Year’s Day. On December 26 he wrote:

Work on the Railroad, so far as it can be done at this season of the year, is progressing satisfactorily. We understand that a large number of teams have been started on the way to bring the iron from the Majors, and that they are hourly expected to arrive here. If we can’t ride to Lawrence on the Railroad the first of January, we propose to make a start on the levee, and ride as far as we can.

Even that modified wish was not to be fulfilled and on January 2, 1864, the Gazette editor commented:

Our Railroad.—The first of January has come and passed, and we have not had our ride on the Union Pacific Railway E. D. In this we are somewhat disappointed.—But when we consider that the contractors, Samuel Hallett & Co., have done all that mortal men could do, that they were only hindered from having the cars running from here to Lawrence on the first day of the year by the severe cold weather of December, which closed navigation on the river much earlier than usual, that they have the iron for one hundred miles already purchased, a portion of which now lies on the Majors a few miles above us, icebound in the river, and that the whole will be delivered, with the Locomotives, Cars, and all the equipments of the Road as soon as navigation opens—when we consider all these things, we are free to say that we see no reason to complain of lack of energy and effort on the part of the Company, on the contrary, abundant cause for congratulation that they have accomplished so much, in the face of such untoward circumstances, and such almost insurmountable obstacles. The contractors have done well—nobly. Rather than find fault because they could not control the elements, let us give them credit
for the almost superhuman exertions they have put forth to accomplish what they have done. . . .

On January 8, 1864, the Kansas Daily Tribune, Lawrence, gave some details of the construction already completed or underway:

Since the arrival of the engineers, we have taken some pains to glean facts in relation to the railroad route. We are informed that the piles are fast being driven for the bridge over the Kansas river, near Wyandotte. The draw was made in Chicago, and is one hundred and twenty-four feet long. The pier on which it revolves is twenty-four feet square, containing about sixty piles. The river proper at that place is seven hundred and eighty-four feet wide, besides about three hundred and twenty feet of low ground over which the road is built on piles—the whole bridge being a trifle over eleven hundred feet long.

Between the eastern terminus and Lawrence there are more than seventy bridges. But few of these are large. The bridges over Stranger and Wolf creeks are on piles, and perhaps some others. Coal has been discovered in several places near the line of the road, but our informant could not state as to its depth.

The curves are all easy and the grades light. The whole line to Lawrence is but about four miles longer than an air line.

Quite a number of the bridges are finished. The ties are nearly all ready—so that when the weather permits the iron to pass down the Missouri river, the laying of the track will be a very short job.

While construction of the remainder of the line between Wyandotte and Lawrence was suspended, newspapers kept their readers entertained with all sorts of information about the railroad. Chief among the topics was the decision to relocate portions of the road to come closer to Lawrence and eventually to Topeka. Both towns then were wholly contained on the south side of the Kansas river and would suffer should the railroad build along its original route some distance north of the Kaw. The decision was to bend southward enough so that depots could be built on the north bank of the river, just opposite both settlements. Needless to say this change in plan raised the railroad’s prestige several points in the eyes of Kaw valley residents.

Also of interest, though of minor importance to the future economic growth of Kansas, was the information that the railroad’s first four engines would be named Wyandotte, Delaware, Pottawatomie, and Kansas City, in that order, according to the Lawrence Kansas Daily Tribune, January 15, 1864.

Finally, on February 7, the Majors arrived in Wyandotte with the iron which had been on board for eight weeks. The Wyandotte Gazette, February 13, reported the arrival:

OUR RAILROAD.

The Majors came down on Sunday with the first load of iron for the Union Pacific Railway, Eastern Division, and landed it at our levee.
Some of our people, thinking perhaps "the better the day the better the deed," got out the cannon and made the hills and vallies reverberate with its echoes.

On Tuesday the Majors brought another load of iron and the first locomotive for the road. The cannon was again brought out, and made to speak the joy of the citizens.

The laying of the iron on the ties commenced immediately, and will be pushed forward with energy till the first section is ready for the rolling stock. Then hurrah for a trip to Lawrence by rail.

We understand that the iron for the first forty miles will be delivered here now as rapidly as it can be laid down, and that two more locomotives will be in a short time.

On February 13, the Gazette was able to chronicle the state’s first railroad accident:

RAILROAD ACCIDENT.—What other town in Kansas, but Wyandotte, has a railroad on which accidents can happen? We have had a railroad accident, and let us be thankful that no lives were lost nor bones broken. After pushing a load of iron out upon the track, the other day, the locomotive was going back for another load, and getting unmanageable when near the end of the track, finally got two wheels entirely off the rails into the mud and water on the bank of the Missouri. The locomotive is up and on the track again, however, and no harm has come of the accident beyond the detention it has caused in laying down the rails.

Once commenced, the flow of iron into Wyandotte was unceasing. The Gazette, March 5, 1864, reported that Hallett intended to arrange shipments so they would arrive even faster:

MORE IRON FOR THE RAILROAD.

The Majors is expected down with more iron to-day, and we understand she has been chartered to bring all that has crossed the Mississippi to come over the Hannibal and St. Joe road. The new locomotive “Delaware” will also be here in a few days by the same route. We hear that Mr. Hallett intends to ship the balance of the iron at Quincy, by boat direct to Wyandotte, and that arrangements are being made to have the largest part of what is still back, brought by boat all the way from Pittsburgh. This is a sensible idea, and will save a great deal of expense, besides requiring much less handling. Our railroad is bound to go ahead whether our neighbors like it or not.

By March 12 the Gazette was able to report that the railroad was finished for six miles towards San Francisco:

OUR RAILROAD.

The whistle of the locomotive on our levee and away up the Kansas Valley, sounds like business, and the very least in the world like “humbug.” The Majors is depositing the iron here by the hundred or more tons every trip, and it is being laid down at the rate of half a mile or more a day, and as soon as we get the new and splendid locomotive “Delaware” at work, which will be in a few days, it is expected that over a mile a day of track will be laid. At
present, the track is laid from the bank of the river in this city, a little over six miles towards Lawrence and San Francisco. "Look out for the engine while the bell rings."

Mother nature took a hand in delaying Hallett's plan to ship rails by water from the point of manufacture. The Kansas Daily Tribune, Lawrence, March 23, 1864, stated that water levels were too low to permit it:

THE PACIFIC.

We received a call from Mr. John Hallett, Esq., contractor of the Union Pacific accompanied with J. K. Hale, legal adviser of the contractors. We learn the work is going on, on the track between here and Wyandotte. One half mile of track is being laid each day.—Two locomotives, the Wyandotte and Delaware, are already on the track, and the iron is laid for seven miles this way from Wyandotte. Only iron sufficient to lay one half mile per day can be at present brought over the Hannibal and St. Joseph Railroad in a day, and the water in the river being so low as to prevent getting it through by boat. One mile a day could be laid if the iron could be obtained fast enough, and the cars could be here in thirty-five days were it not for this hindrance. There are two more engines on the way for this road. One of them is named the "Lawrence." We take stock in that iron horse, for the sake of the name.— The first section of the Pacific, forty miles requires eighty-four bridges, seventy-two culverts, requiring in their construction two million feet broad measure of lumber. The second section does not require so many, only nine bridges and four culverts. We are glad to know we are soon to be blessed with a Railroad to the river, and soon to St. Louis.

On April 23, 1864, the Wyandotte Gazette recorded what may have been the first excursion on the Union Pacific, Eastern Division:

RAILROAD PIC-NIC.

On Saturday last, at one P.M., a jovial party of ladies and gentlemen took a ride on the railroad up to Muncietown, and had a nice pic-nic dinner in the woods. The ladies had made ample preparations for the festive occasion, and everything in the way of substantial and delicacies was there in abundance. Mr. Samuel Hallett made one of the party, and contributed much to the pleasure of the occasion. He drank a toast complimentary to the ladies of Wyandotte, the wording of which we fail to call to mind, but which we thought at the time, proved him to be the politest man in America, as he is the most energetic railroad builder.

After returning from the excursion, and before leaving the cars, the ladies passed a unanimous vote of thanks to Mr. Hallett for his kindness in furnishing conveyance to the party.

The weather was pleasant, the new locomotive "Delaware," under the direction of Mr. Tuell, the engineer, behaved splendidly making good time, and the judgment of the party was unanimous that the Union Pacific Railway, E. D., is a great institution.

On May 3, 1864, the Kansas City Daily Journal of Commerce, gave a detailed report on the progress of the road and its methods
of construction. The bridge over the Kaw river, mentioned in the article, was necessary to connect with the Pacific Railroad of Missouri and to comply with the Pacific Railroad act of 1862 which stated that the road would be built from the south side of the Kansas.

THE UNION PACIFIC RAILROAD, E. D.

THE CHARACTER OF THE WORK DONE.

We took occasion on Saturday last to make a tour of inspection over the line of the Union Pacific Railway, Eastern Division, so far as the same is now completed. Having seen certain statements in a Leavenworth paper, and copied from that into the St. Louis Democrat, very derogatory to the work being done on the road, we determined to see for ourselves, so that we might speak, so far as we had occasion to do so, from personal observation.

We first visited the bridge over the Kansas river, which is now about half completed. The span of the bridge and the character of the work already done, indicate a substantial structure. The superstructure rests upon heavy white oak piles driven into the ground from eighteen to twenty-five feet. The caps and stringers are of oak, 14 x 16 inches. The bridge is protected by ice-breakers at every bent. The middle of the channel is crossed by two spans of over fifty feet each, the superstructure of which was built in Chicago, and is now on its way hither. The other spans are only 20 feet each. The total length of the bridge is 865 feet over the stream, besides an approach of some 500 feet from the west side. The work is being done under the direction of Captain Keller of this city, and is of the best character.

The track is completed and the iron laid for a distance of about twelve miles west up the Kansas river, besides the span at Wyandotte. Over this part of the road construction trains, carrying iron and other material, pass several times daily. The track is smooth and well graded. The iron is the heavy T rail, and of the best quality. The ties are mainly of white oak, are eight feet long and of not less than six inches in width on each face. They will average nearer nine. The bridge, cattle guards, &c., are all built of heavy oak or walnut timber—mainly oak—and 14 by 16 inches in size. Twenty-five hundred ties are laid to the mile—the usual number on the most of the roads in the country being only two thousand or two thousand two hundred and fifty.

We rode out to the terminus on one of the flat cars of the construction train, and found the road remarkably smooth and solid although there had just been nearly a week of rainy weather. Returning, we rode upon the front of the engine immediately over the "cow catcher," so that we had a full opportunity of observing each rod of the road. We hazard nothing in the assertion that the road, so far as completed, would be pronounced by any competent railroad engineer, a first class road. The same style of construction will be kept up, the ties, bridge timber, &c., for the first section, being already got out.—We think there need be no apprehension that this great work in which the whole Nation feels so great an interest, will be done in any other than the best manner.

A low level of water in the rivers caused Hallet's men more trouble as spring wore on. The Wyandotte Gazette, June 11, 1864, stated:

MORE IRON.—The M. S. Mephan brought up several hundred bars of iron for the railroad on Thursday. During low water it has been almost impossible to
get iron, and the work of track-laying has been suspended for some time. It is probable however that with the present high stage of water there will be no more difficulty in getting iron as fast as it will be wanted.

The rivers stayed up and iron continued to pour onto the levee at Wyandotte so that by June 26 the *Kansas Daily Tribune*, Lawrence, could describe an excursion to end-of-track, 26 miles west of the Missouri river:

**UNION PACIFIC RAILROAD.**

James Blood, Esq., of Lawrence, has given us an account of a ride on the Union Pacific Railroad. Mr. Blood was at Wyandotte on the reception of Col. [W. Y.] Roberts and a portion of the Kansas First [First Regiment of Kansas Volunteers—infantry], when after various other proceedings, the jubilant people took a ride on the new railroad. Mr. Blood says it is the easiest grading he has ever seen, and for several miles in different places, is a straight line, so that passengers can look behind or ahead, over as pretty a track as is to be found any place. He was utterly incredulous as to the progress of the road, as many of our citizens had been, and was very agreeably surprised. About three hundred passengers come up to the western end of the road, and returned to Wyandotte on this pleasure ride. The iron is laid twenty-six miles, which brings it nearly to the crossing of the Stranger at its mouth. There are no passenger cars on the track, and the company fitted up the construction cars with seats lengthwise. They had a jovial party and a good time, but as the whole route is through Indian country, the party saw nobody but a few "sons of the forest" and their squaws, who seemed to be amazed at the works of the "pale face." The road is now finished to within about fourteen miles of Lawrence, and the company say they can lay down two miles per day, when the iron is on the track, and we believe it is all at Wyandotte and in transit.

By July 1, 1864, Lawrence was beginning to count the days until the rails would reach the bank opposite the town. The *Kansas Daily Tribune* of that date said:

Look out for the cars in twenty days from this time. The road will be here as soon as the track can be laid. The iron is ready and they are laying about three-fourths of a mile per day.

It will be a high day for our town, when we hear that engine whistle.

On July 6 the *Kansas Daily Tribune* reported that the railroad had shipped its first commercial freight:

We understand that some five thousand bushels of corn has lately been sent by the Pacific Railroad from DeSoto to Wyandotte. This is the first freight on this important road, and is worthy of note.

As July wore on it appeared that the railroad would reach Lawrence on August 18 and plans for a suitable celebration were laid at a meeting of Lawrence ladies. "Pigs and chickens were discussed as excellent subjects for the table," reported the *Kansas Daily Tribune*, July 22. Committees on roast pigs, on chickens, on dishes, bread and butter, and finally on finances were appointed.
This latter committee was directed “to press some amiable young men into the service of driving the Committee, in a carriage, into the country, on a kind of raidical expedition upon the henroosts and pigstyes in the country.” “This barbecue is a sure thing,” the paper continued. “Shame on the man who don’t now put his hand into his pocket and his shoulder to the wheel, and assist this good work in every way possible.”

On July 27 the Tribune reported that “1,200 feet of track were laid on the Union Pacific Railroad yesterday. The track is now some 900 feet this side of the Eudora road.”

The next day, however, the Kansas Daily Tribune startled its readers by announcing the death of Samuel Hallett. The paper echoed the concern of Kansans over the future of the road:

SAMUEL HALLETT KILLED!

We learned by telegraph last evening, that Samuel Hallett, of the Union Pacific Railroad Company, was shot dead by O. J. Talcott, his Chief Engineer, yesterday afternoon. We have been unable to ascertain any of the particulars.

The inquiry naturally arises, and was repeatedly made. What effect will the death of Samuel Hallett have upon the progress of the Union Pacific Railroad? It may temporarily delay the work. A few days ago he said to us, “I hope to live to ride on this road to the Pacific but if my life should be lost, my brothers will push the work as if I lived.” His death is a public calamity. It may affect the energetic progress of the work but it can only delay its completion to Lawrence for a few days.2

Reassurance was quickly forthcoming from Hallett’s brother. The Tribune, July 29, 1864, printed the following:

THE WORK ON THE RAILROAD TO GO ON WITHOUT DELAY.

We received the following dispatch from John L. Hallett, last evening:

Wyandotte, July 28, 1864.

Your men must stand by me, and send me all the men you can. I shall push the work with as much vigor as ever. Shall pay on Saturday night.

John L. Hallett,
Gen. Supt. U. P. R. R.

The editor of the Tribune rationalized:

The railroad is sure to be here in a short time, notwithstanding the sad and most lamentable death of the chief contractor, Samuel Hallett. Every consideration possible induces the belief that there will be no long delay in the completion of the work to this place. The fact that not one dollar from the Government can be obtained until the first section of forty miles is completed, and the cars running, will insure the rapid completion. Other parties, besides the Halletts, have advanced largely of their money, and cannot get return without crowding the road through here; which our readers may rest assured, will be done speedily.

2. For a full account of Hallett’s murder and his connection with the Union Pacific, Eastern Division, see Alan W. Farley, “Samuel Hallett and the Union Pacific Railway Company in Kansas,” The Kansas Historical Quarterly, v. 25, pp. 1-16.
In spite of assurances and some evidence of actual work, the road progressed but slowly, the reasons given being the death of Hallett, delays of iron shipment on the Hannibal and St. Joseph, lack of funds, and insufficient labor. Apparently the company was expending maximum efforts on that portion of the road in Wyandotte, the bridge across the Kaw and the spur which would connect with the Pacific Railroad of Missouri when it reached the border. Perhaps that was where the material listed by the Wyandotte Gazette, September 17, 1864, was to be used.

OUR RAILROAD.

Notwithstanding the check that was given to the building of the Railroad between this city and Lawrence by the death of Samuel Hallett, the Company are still pushing forward the great work. Last week the Emile brought to our levee a large lot of material for the bridge across the Kansas river, and on Sunday another load of railroad iron arrived. Workmen are busy laying down the track.

We noticed three Burglar Proof Safes on the levee, also a lot of Platform Scales and Store Trucks for the Road.

The necessary books, blanks, and tickets are continually being received at the office here for the use of the road when the trains commence running. Push on the work, we say.

The Kansas Daily Tribune, Lawrence, October 29, 1864, placed part of the blame for slow construction on the Civil War, then in its last year:

The war has so absorbed everything, that railroad matters seemed forgotten. Messrs. [John P.] Devereux and [E. M.] Bartholow, connected with the Union Pacific Railroad, and Mr. Chick, of the firm of W. H. Chick & Co., Kansas City, visited us yesterday.

From them we learn, that the Company has purchased two passenger cars and another engine, at Paterson, New Jersey, and twenty box cars are now at St. Louis, awaiting shipment. The iron is at Weston, and they hope to get it to Wyandotte next week.

These are good omens for our future prospects. With peace and a working railroad, we shall go ahead with renewed energy.

However, the Tribune had cause, on November 5, to raise this question:

Can any of our citizens tell why it is, that, since the death of Mr. Hallett, all the work done, and being done, is near the mouth of the Kansas river? We have important interests in that regard.

If the circumstances reported in the Kansas Daily Tribune, November 17, 1864, were correct, the cause of the trouble lay in internal management difficulties:

GOOD NEWS!

THE RAILROAD TO BE COMPLETED TO LAWRENCE NEXT WEEK.

We received a note yesterday, from E. M. Bartholow, Esq., the General Superintendent of the Union Pacific Railroad, E. D. stating that the iron horse
will be on the depot grounds at Lawrence, on Monday or Tuesday [November 22] next, if the weather will permit. We learn that the reason the work has been delayed, was because Mr. [Thomas C.] Durant, one of the capitalists, had a larger interest in the Omaha road, and much preferred its progress, in order to secure the requisite appropriations, for the final completion of that road. Mr. [Silas?] Seymour, the former manager of the construction, and employee of Mr. Durant, has been discharged by the company. Mr. Bartholow is now General Superintendent and Manager of the entire road. Mr. Wicks, the engineer, is running the center line, preparatory to laying down the iron.

Slowly the rails snaked their way toward Lawrence. "Last night," reported the Tribune, November 24, "the railroad track was laid to within 1½ miles of Lawrence or opposite Moses Alexander's residence. About half a mile is completed each day."

Then, at noon on November 26, the event Lawrence had anticipated for over 14 months occurred. The Kansas Daily Tribune, November 27, 1864, chronicled the great day:

**THE CARS AT LAWRENCE.**

Yesterday at 12 o'clock, the last rail was laid to the Lawrence Station, and the locomotive came whistling almost to our doors. Mr. Bartholow, the new Superintendent, has shown great energy in his new position. Although the rails have for some time been laid within two or three miles of Lawrence, there was much work to do on the other end, and along the route. There is yet considerable work in the way of leveling up, but the cars will run regularly hereafter every day from Wyandotte.

When we look at the difficulties which have beset the present and past managers of the road, it is a miracle that they have succeeded at all.

We understand that there is but about twenty-five miles of a gap now in the Missouri Pacific road, and that stages run regularly on this route.

No man can stand an hour at the Lawrence bridge, and see the immense amount of merchandise constantly passing by teams, without being satisfied that a paying business will soon follow this new route, increasing day by day, until Southern Kansas will do all her business in Lawrence—at least until the road is completed Westward to other points.

In another column the paper added:

November 26, 1864, marks an important era in the history of Lawrence. A railroad was completed to her gates, and henceforth her motto is, **Forward!**

A week after the railroad was completed to Lawrence the first freight shipment arrived. Said the Tribune, December 1:

First freight received at Lawrence depot. Woodward received last evening several barrels of Coal Oil by the Union Pacific Railroad. Our people need now grope no longer in utter darkness.

The town's first passenger train steamed into the station on December 13. Again the Tribune, December 17, 1864, reported:
ARRIVAL OF PASSENGER TRAIN.

Last Tuesday, the first passenger car arrived at Lawrence. Mr. Bartholow, the Superintendent, and several other railroad men, came up with it. We happened to be absent, and had not the pleasure of seeing the first passenger train. We have heard that regular trains will run after next Monday. . . .

The grand celebration which had been postponed from August 18 was finally held in Lawrence on December 19. The Kansas Daily Tribune, December 20, 1864, carried banner headlines:

OPENING OF THE UNION PACIFIC RAILROAD.

EXCURSION OF CITIZENS OF WYANDOTTE AND KANSAS CITY.

CONGRATULATORY SPEECHES.

A FAREWELL DINNER._TOASTS.

For some time back our citizens have had the promise of a visit from our new neighbors and friends of Wyandotte and Kansas City—we say new neighbors, because hitherto our communication has been so difficult, that Kansas City, for a time the place of business of our citizens, had become comparatively so hard of access that we had almost become strangers—but we had no word of the proposed excursion till Saturday afternoon, and the first public notice was given in our Sunday morning's issue.

A few citizens met impromptu Saturday evening, and decided to make an effort to give them a dinner and a reception. A second meeting was called at Miller's Hall for Monday morning at nine o'clock. Early as that hour comes these short days, several leading citizens, amongst them a number of ladies, were promptly on hand. A. N. Blacklidge was selected as chairman, and the appropriate committees appointed.

All went to work energetically; tables were erected in Miller's Hall for a dinner, carriages were provided for the guests, and our livery men did their part of the business with great promptness. Soon the ladies began to appear with edibles of all descriptions, and the fears which before prevailed that the effort would prove a failure, soon vanished, and the tables were profusely covered with choice edibles. Where the chickens, turkeys, and nice biscuit, and cake came from could hardly be imagined—but all these things were plentiful and elegant.

In the meantime the City Council met, and took energetic measures to aid the good work. Much credit is due them for their promptness on this occasion.

At precisely twelve o'clock, the whistle announced the arrival of the train. A committee escorted the visitors to Miller's Hall, and the meeting was organized by appointing John Speer chairman, and B. W. Woodward, Esq., secretary. . . .

Speeches by Sidney Clarke, newly elected member of congress from Lawrence; T. Dwight Thacher, editor of the Kansas City Journal of Commerce, and other citizens followed.

After the speeches, dinner was partaken of by the guests, and near its close, the Superintendent announced that in fifteen minutes the train would start, and with three cheers for Kansas City and Wyandotte and three more for Lawrence, the meeting adjourned.
About two hundred guests paid us this pleasant and profitable visit. It was a joyous and jubilant occasion, which will be long remembered by those who participated in it.

Construction of the Union Pacific, Eastern Division, beyond Lawrence progressed but slowly due, perhaps, to the tardy acceptance of the first 40 miles of roadbed by the federal government and the subsequent issue of bonds. A new contract was let on July 1, 1865, to R. M. Shoemaker & Company and activity began to increase in the fall of 1865 when a survey party was sent out to check the land beyond Fort Riley. The Kansas Weekly Tribune, Lawrence, September 14, stated:

SURVEYING PARTY.

An engineer corps has been sent out by the Union Pacific Railroad to make a preliminary survey from Fort Riley to Denver, by way of the Smoky Hill River. The distance is said to be 450 miles, a survey is also to be made up the Republican to the one hundredth meridian. The surveying parties are supplied with two six-mule teams, one four-horse ambulance, and four saddle horses each. They will make topographical notes as explicit as possible. This is a very important enterprise, and the information derived from it will be of great value.

Preliminary Survey.—The party to make the preliminary survey of the extension of the Union Pacific Railroad, E. D., left here on Thursday morning [September 7]. The party numbers twenty-five men, and are accompanied by Messrs. Wicks and Ellinwood, engineers. Their labors will commence at the end of the third section of the road—120 miles from Wyandotte. . . . The road as now located by act of Congress is to ascend the valley of the Republican, but some of the best railroad men urge a change of the route to the Smoky Hill valley, as that is the most feasible and direct. The report of this survey will be laid before Congress at its next session, and a strong effort made for an amendment of the law.

The expedition will be absent about four months.

President Andrew Johnson finally accepted the first 40 miles of road on October 30, 1865, and on November 9 the Kansas Weekly Tribune reported that rails were as far west as the Delaware river:

Railroad Progress.—The track of the Union Pacific Railroad is laid to the Grasshopper [Delaware] crossing, and the Delaware Land Company have laid out a town there [Perry]. A switch is already laid, and the lower stringers are on the bridge, and it will be completed in a few days. The grading is almost done to Topeka.

On November 22 the railroad bridge across the Muddy, just east of Grantville, was completed. "Track is being laid down at the rate of nearly a mile a day," said the Weekly Tribune, November 23, 1865. "If good weather continues, the cars will be running to Topeka next week."
Rails reached Topeka on December 29. The *Weekly Tribune*, January 4, 1866, quoted from the Topeka *Record*:

**The Pacific Railroad.—** The track layers reached the western end of the depot ground opposite this city, on Friday last. Construction trains now run every day from here to Lawrence. Passenger trains will commence running January 1st, arriving here at 11:30 A.M., and leaving at 2 P.M., making through connections. Mr. J. H. Edwards, an agreeable gentleman, has been appointed General Ticket Agent.

Not to be outdone by its sister city, Topeka threw a great celebration the day the first passenger train entered town. The Topeka *Weekly Leader*, January 4, 1866, carried the story:

**THE FIRST TRAIN OF CARS. . . .**

PUBLIC REJOICING!

On Monday [New Year’s Day] . . . the first regular passenger train of cars, over the Union Pacific Railway arrived at the depot . . . at precisely 11:30 A.M., being exactly on time. Such arrangements as a very brief notice would permit were made, for the reception of the Mayor and Council of Wyandotte, the Mayor and Council of Lawrence, the Superintendent and others connected with the road, with such other guests as the train might bring.

Shortly before the time for the arrival of the train, the Mayor and Council of Topeka, the Capital Band, and above five or six hundred of our citizens, proceeded to the depot to receive and welcome the guests. Upon the approach of the train, the cannon thundered its welcome, and the band performed some of its choicest selections.

Some sixty or seventy guests were on board. . . . Gen. J. H. Lane, U. S. Senator . . . also accompanied the party. Gen. Lane was warmly welcomed by his many friends. Upon invitation he mounted the platform and made a brief but stirring speech. He congratulated Topeka upon the great event which was that day consummated, and predicted a glorious future for this city and the State. . . .

The party were then seated in carriages and driven to the city, where an elegant dinner was provided at the Capitol House and Munro House. The only drawback to this part of the arrangement was, that the dinner at the latter house was unaccountably delayed a half hour beyond the appointed time, so that those who were obliged to go back on the train had barely time to finish their dinner. The other house was fully up to time.

The train left for the return trip at 1:30, many of our citizens going over to witness its departure. After the public entertainment was over, the celebration was continued by a number of prominent gentlemen, on their own account. We regret to hear that, during the festivities, a terrific melee occurred, in which several necks were broken.

P. S. We have since been informed that they were the necks of champagne bottles.

West of Topeka construction progressed rapidly. By March 10, 1866, the Junction City *Union* was able to report that “laborers are at work on the Union Pacific Railway this side of Manhattan, and
that the company have about eighty hands at work on the Blue bridge at Manhattan. We can soon look for them up this way.”

Taking its information from the Lawrence Tribune, the Junction City Union, March 24, 1866, stated that “the track of the U. P. R. R. is now laid to Silver Lake, twelve miles west of Topeka, and on Saturday next will be built to Rossville, four miles further. . . . This completes the second section, or eighty miles, of this road, from Wyandotte.”

The editor of the Topeka Weekly Leader, March 29, 1866, was pleased with the condition of the railroad which he described as “solid” and on which the “cars run smoothly and without annoyance to passengers on account of jumping, as was the fashion with older roads a short time since.”

As the railroad built west the stage companies shortened their lines. The Topeka Weekly Leader, April 26, 1866, reported one such service between the capital city and the West:

HOLLIDAY’S OVERLAND MAIL & EXPRESS CO.

Will commence running tri-weekly coaches, carrying passengers through from Topeka to Denver, Salt Lake, Montana, and California, on Saturday the 28th inst. The coaches will be run on the Smoky Hill route, and will run from this place until the railroad is completed further west. The stock of coaches are being brought from Atchison to Topeka. . . . The Company have good coaches and take the best of care of passengers in transit.

In the meantime work was being done on the branch of the road from Leavenworth to Lawrence. Construction there had been resumed on June 26, 1865; by April 26, 1866, the Lawrence Kansas Weekly Tribune was able to report that in spite of recent heavy rains the track was completed to Little Stranger creek, nine miles from Leavenworth. The Tribune said:

. . . The workmen are awaiting the completion of the bridge over that stream, now temporarily stopped by the high water. When that is done, which it will be in a few days, the contractors inform us that the work will be pushed through to Leavenworth in the shortest possible time. This branch connects with the Kansas City and Leavenworth road about five or six miles below Leavenworth.

A few days later work was concentrated on the branch and the main line was all but abandoned. The Junction City Union, May 5, 1866, announced:

The entire force of Railroad hands have been taken off the Union Pacific Railroad, and placed upon the Leavenworth Branch. In a week or ten days that will be completed to Leavenworth, when the entire force of the company will be put upon the main trunk.
By May 16 the railroad was opened to Five Mile creek on the south edge of Leavenworth and the main force of laborers returned to the main line.3

The Union Pacific, Eastern Division, was by now a major operation for there was, in addition to over 130 miles of track, the following rolling stock as reported by the Junction City Union, May 5, 1866:

- First class locomotives ........................................... 13
- Coaches .................................................................. 11
- Box cars .................................................................. 200
- Baggage cars ............................................................. 5
- Flat cars .................................................................. 150

Early in May the railroad carried a distinguished traveler. The Topeka Weekly Leader, May 10, 1866, recorded the event:

GEN. SHERMAN "ON A TRAIN."

On last Friday morning [May 4] Gen. [William T.] Sherman, accompanied byCols. [Judson D.?] Bingham and [James C.] McCoy, of his staff, left Topeka for Fort Riley going as far as Bourbonnois [Bourbonnais] Creek [two miles east of St. Marys] on the construction train of the U. P. Railway. A small party of ladies and gentlemen escorted the General to the end of the Railway, and we regret exceedingly that we were unable to accept an invitation to be of the party. Captain Terry had a new coach and fresh team in readiness to put the heroes through with "safety, speed and comfort," and after partaking of a cold collation in the "boarding train" and expressing his entire approval of the whole arrangement, the General and his Staff took their departure, and their escort returned to Topeka. A party of sac and fox indians numbering about one hundred who are on a friendly visit to the Pottowatomies, hearing that our "big warrior" was on the train came in all the "pride, pomp and circumstance" of "fuss and feathers" to pay their respects to him. Several of their most grotesque dances were performed, and many feats of daring horsemanship executed for the entertainment of the "pale faces," much to the astonishment and somewhat to the alarm of the ladies. The lunch at the end of the track, was according to all accounts a very good thing, the party were as merry as "Merry Andrews," "John" being the only dry one. He "lost his spirits" and got "stove up." The indians couldn't tell which was General Sherman, but as Major I. was the best looking man in the party, the preponderance of opinion was in his favor. . . .

George W. Martin, editor of the Junction City Union, was looking forward to the day when speedy rail travel would permit travelers to omit meals en route between his town and Leavenworth. He aired his feelings in the issue of June 2, 1866:

One mile east of Fort Riley the Railroad hands are at work grading. They have about three quarters of a mile of the ground torn up, which looks business like and refreshing to one who has staged it for about ten years. We under-

stand that the grading will be completed to the Republican river, about one-half mile this side of the Fort, in about six weeks. The passenger cars are now running to the [St. Marys] Mission, and we are informed they are laying iron at the rate of one mile per day. Sometime in September we propose breakfasting at home, and taking dinner at Leavenworth. What a relief it will be to avoid eating any grub between here and there.—Thirty passengers inside, and four or five on the top of a coach, is nothing compared to the grub infliction upon the travelling public between this place and Topeka.

A correspondent of the Topeka Weekly Leader thought the railroad would be open to Wamego about the middle of June. His letter appeared in the paper's June 7, 1866, issue:

WESTERN CORRESPONDENCE.

WAMEGO, June 5th, 1866.

MY DEAR LEADER. . . .

The town of Wamego itself "ain't much" "just yet," there being only six or eight houses built—but there are indications of enterprise which unmistakably bespeak a settlement.

The Railroad Company are building a depot like the one at Topeka putting in side tracks and a turn table. . . . They say the railroad will be opened for traffic to Wamego on the 15th inst. when the Kansas Stage Company and Holliday's lines will run from here and the "prairie schooners" clear from this port. . . .

VIATOR.

A description of the new town at end-of-track appeared in the Junction City Union, June 30, 1866:

We were at Wamego last Thursday.—Wamego at present enjoys considerable notoriety as the terminus of the Union Pacific Railroad, and we have thus far failed to see a description of the place in any of the newspapers as it is, minus all buncombe about future importance. It is located some four miles south of Louisville [a town on the old Fort Leavenworth to Fort Riley highway], in Pottawatomie county, on the bank of the Kansas, one hundred and one or two miles from Wyandotte, between thirty and thirty-five miles east of Junction City, and two or three miles west of the crossing of the Vermillion. The town is on low ground with a gradually ascending bluff to the north, similar to the slope on the west of Junction. There are from twelve to fifteen houses erected and in course of erection, all frame, and of a very temporary character. The railroad company are putting up a receiving house for freight, and a hotel to contain forty rooms. The most attractive feature of Wamego, is that Uncle John Wilson, whom every body knows as the host of the Capitol House at Topeka, is located there in the hotel business, and consequently people can get something substantial and tasty for the inner man's comfort. . . . The track, we understand, is laid about one mile and a half this side of the town. No cars will run west of Wamego, until the road is finished to Junction City.

In July President Andrew Johnson approved a bill authorizing the railroad to build westward along the Smoky Hill instead of northwest up the Republican to Fort Kearny. Editor Martin wrote, July 14, 1866:
This measure is now a law, and its importance to the State cannot be overestimated. This road will now run length-wise through the entire State, instead of deflecting to the northward for the benefit of Nebraska and Eastern interests, and will thus add millions to our taxable property, materially lessen the labor of the Company, and develop with unprecedented rapidity the beautiful country through which it will pass.

Manhattan had the railroad fever too. On July 14, 1866, the Kansas Radical of that town said:

Only Ten Miles.—The track is laid five miles this side of Wamego, and within ten miles of this place, and still going down every day. The gap will soon be closed up and then good bye trouble!

We cannot rejoice in words or feeling over the passage of the “Smoky Hill Amendment” better than to copy the following from the Leavenworth Times:

... The route over the Smoky Hill will be the main route from the Atlantic to the Pacific. Nature so decrees. Freed from the sterility and barrenness of the northern track, from its cold and furious storms and winters, and scarcity in supply of fuel and water, it must be the main track. Being so, it puts Kansas in the center of the Union, as it were, and will draw to it rapidly and steadily a dense population. For our State, indeed, it is a material triumph, the extent of which no mind can calculate!

We rejoice. It does our heart good to have Young Kansas so benefited. With this grand continental road, and other great improvements certain to be made, we venture to predict, that two decades shall not pass without witnessing her the rival of the most populous and wealthiest States in the Union!

On August 4 the Manhattan Kansas Radical was ecstatic. Rails had reached the Big Blue:

Hear! Here!—We hear the whistle! The cars at last are here. Just over the river the iron horse is snorting. When he crosses the Blue river he will get some good clear water to drink. Workmen are engaged upon the R. R. Bridge, and in a short time trains will run over to the depot on this side. Farewell grief! “We’ve a sigh for those who love us,
And a smile for those who hate.”
Manhattan forever!—and the girdle that binds the sea to the sea!

The Junction City Union, August 11, 1866, stated that the railroad had been finished to the Blue on August 8:

On Wednesday the cars arrived at the Blue, opposite Manhattan, and a delay of eight or ten days will ensue in putting in the bridge. We hear it rumored that the railroad company has consented to deliver freight and passengers at Manhattan until its completion to this point.

The Union Pacific Railroad was located across the Saline river last Wednesday evening. It crosses directly over Woodward’s Ferry boat, and parties tell us that it will strike the northeast corner of the town site of Salina. The mud scow [used in grading the roadbed] left this portion of the road yesterday morning for some place west.
On August 23 the Topeka Weekly Leader reported that the railroad had crossed the river and was into Manhattan:

**UNION PACIFIC RAILWAY**—Since the 20th inst., passenger trains have been running through to Manhattan.—Our neighbors of the “Blue” are now within civilization.

“Westward the star of empire takes its way.”

The Manhattan Kansas Radical, August 25, recorded the arrival of some of the earliest freight:

F. J. Cole has already received lumber by the cars. How our bosom does heave while we enunciate that late self evident truth “that we can get ‘lorgs’ fresh from Kansas City market without longer paying out our sum and substance at killing rates for building.”

The Manhattan Independent recorded the welcoming celebration which was of a scale somewhat smaller than those at Lawrence and Topeka. The Kansas Weekly Tribune, Lawrence, August 30, 1866, repeated the article:

On Monday [August 20] the railroad train, locomotive, mail, passenger and baggage cars, all complete, crossed for the first time the new bridge over the Blue, and advanced directly upon our town.

They were met by no opposing force (except three small children, two white and one colored) who gallantly retired upon their approach. Under the shelter of their earthworks they moved by the left flank along the east side of the town and suddenly filing to the right, the town was flanked and must surrender at discretion to the advancing civilization. Oh! shades of Sacs, Foxes and Cheyennes, is it thus you are compelled to be silent while the very ground trembles beneath the tread of this iron horse, which once resounded only to the hoof of your fiery war steeds galloping to battle?

The Union Pacific’s telegraph, vanguard of the road itself, arrived in Junction City on September 25. The Union, September 29, said:

We are now in the world and belong to the “rest of mankind.” The telegraph poles were set and the wire run into town on Tuesday afternoon, and an office opened. A dispatch was sent to St. Louis that evening. A gentleman from Leavenworth, named McClure, is the operator. The day the telegraph was established in town, will ever be a big one with us, and the arrival of the locomotive will furnish us a bigger one still. We will then be the Western end [of] all things. Although we are on the identical spot where we have lived for seven or eight years, yet we have been moved east several days travel. Singular circumstance but nevertheless a fact.

“Last night the track on the railroad was laid one mile and a half this side of Ogden,” wrote Editor Martin in the Junction City Union, October 6, 1866, “and to-day three mile creek will be crossed.”

That same day another section of completed road was examined by commissioners appointed by the President. The Topeka Weekly
Leader, October 11, 1866, added information about the progress and condition of the road:

U. P. RAILWAY E. D.—On Saturday last, the U. S. Commissioners made a careful examination of the line of this road as far as the one hundred and thirtieth mile [to Ogden]. A special train was run up for their accommodation, and they were accompanied by several Directors, and the principal officers of the company.—The track is now laid to the old town site of Pawnee, within sight of, and only a mile or two from Fort Riley. The line is surfaced, lined and ballasted to the end of the track, and there is no smoother or pleasanter road to ride over in the United States. A magnificent collision was set out on the train, and everybody present enjoyed the trip very much. A few days will suffice to complete the road to Junction City, as there are but three or four miles of track to lay, and the workmen are raising the Republican bridge.

The exact date the rails were spiked into Junction City is not known but by November 6 a grand excursion from Leavenworth was held. The Topeka Weekly Leader, November 8, 1866, reported:

GREAT RAILWAY EXCURSION!
FROM LEAVENWORTH TO JUNCTION CITY!
THE DINNER AT FORT RILEY!

To one who was privileged to make himself a unit in the aggregate of excursional humanity which, on Saturday last, visited the western terminus of the Union Pacific Railway, E. D., will ever forget the great and varied pleasure which that journey imparted, or his association with the infancy of that gigantic enterprise which is shortly to revolutionize the trade and commerce of this country. . . .

At the Fort the guests were politely and cordially received by Generals Custar [Lt. Col. and Bvt. Maj. Gen. George A. Custer] and Davidson [Maj. and Bvt. Maj. Gen. John W. Davidson], and by all the officers now on duty there. Although the halt was of necessity very brief, these gentlemen did all in their power to make it agreeable.

PROGRESS OF THE ROAD.

The rails are now being rapidly laid beyond Junction, up the magnificent valley of the Smoky Hill. . . .

(To Be Concluded in the Autumn, 1966, Issue.)