

# Capt. F. S. Hodges Recalls Birth of Union Pacific.



SURVIVORS OF UNION PACIFIC SURVEY IN UTAH.

Union Pacific side of the Hollow Square. The ceremony was performed May 10, 1868, at Promontory, the Central Pacific officials being on the other side of the square. The silver and gold spikes driven by Gen. Stanford, Dr. Harkness, Mr. Tuttle, and D. Hughes are now on exhibition at Stanford university.

THE heroic days of railroad building in America have probably gone forever to join the memories of Ajax and the Trojan war, for one may not encounter there the problems of finding a pass through the Rockies for the first transcontinental line, and of proving to a doubting world that California might be joined to New York over a railroad right-of-way.

Capt. F. S. Hodges, who has spent the last two weeks in Salt Lake, and who left Friday evening for the east, was here on an earlier trip in 1868. His objective then was to establish a surveying party, and the objective of the surveying party was to find a way from Humboldt Wells to the California state line for the Union Pacific, westward from Omaha. Capt. Hodges came west on a railroad pass reading from Omaha to the end of the line on this earlier trip, and the end of the line was not far west. After that he took the stage and it landed him here in July, after a long trip over the old pioneer trails.

Wonderful and varied were his experiences of the next two years. At the head of engineering parties, all of which started out from Salt Lake, he tried to locate lines up the Bear river, through Cache valley, across the Rockies, and through Nevada. With him were Salt Lake boys, and other boys from the army, from California, and natives of the wild west.

## RECALLING OLD SCENES.

During his trip in 1907, ending this week, Capt. Hodges has been going over his old routes, meeting his old engineering friends, and telling tales of the old campaign to find transcontinental routes. In Salt Lake Monday evening he met at a banquet fine survivors from the old engineering camp.

This followed a banquet given at the Knott hotel ten years ago to eleven survivors. This first banquet was given thirty years after the stirring times when the Salt Lake youngsters took to the field with the engineering party, and the one Monday evening at the University club lacked just one decade of coming half a century afterwards.

Captain Hodges is a wiry, small built man, who looks as if he were constructed with a guarantee that he would never tire or wear down through overwork. When approached with a suggestion from his interviewer that he looked as if he didn't know what it was to tire out, he consented to the suggestion with a proviso that the only man whom he ever knew to have more vitality than himself was Heber Young of Salt Lake.

"In the old survey days," he said, "we had no trails to follow, and we often had a mighty hard job of locating the route after dark. A day's work with the instruments. We knew it would be eight or ten miles by the guess of the drivers ahead of us, but where, we didn't know with any more certainty. Sometimes we would walk to find it until completely exhausted. Dozens, another of your Salt Lake boys, could tell you about that. But there were two of us who never laid out overnight and those two were Heber Young and myself. Somehow we always managed to keep going until we reached camp."

Among the Salt Lake boys who went out with Capt. Hodges in the later sixties were W. J. Beattie, now national bank examiner at St. Paul, Minn.; R. R. Irvine, now president of the Provo Commercial club; J. Fawcett Smith, now a well known Salt Lake citizen; Heber Young, S. L. Sprague, Charles de la Baum, now secretary of the Utah National Guard, and J. H. Mellen, Joe Donley and Isaac Young.

## DIAMONDS DID IT.

long to one who needs an interview, and the sentence that led back for brighter results was something like this: "You must have known Collis P. Huntington in those days, and old man Stanford with his Palo Alto race horses and big diamonds."

## THE KING'S SUITE.

That did not worry the Sassoons. They simply tucked their heads together, made their plans and waited. And they hadn't long to wait, either. Just how they managed it nobody knows, but it was not long before the king, then Prince of Wales, had taken dinner with each one of them in turn. Society gasped, but sniffed no more. The Sassoons had "arrived."

## HOW REUBEN MADE GOOD.

It was Reuben Sassoon to whom the prince was particularly partial. Reuben used to get up big luncheon parties for him. At these entertainments the talents of one chef in particular were always brought into prominence. He had been imported from India because he could command more delicious Indian curries than any other man in the land of their origin. And in those days the Prince of Wales was very fond of Indian curries. As time went on Reuben began to get up big luncheon parties for him. At these entertainments the talents of one chef in particular were always brought into prominence. He had been imported from India because he could command more delicious Indian curries than any other man in the land of their origin. And in those days the Prince of Wales was very fond of Indian curries.

## CHANGED HIS NAME.

Abdullah got his front name changed to Albert soon after they arrived in England. Abdullah had been a common name in the East, but in England it was considered a bit vulgar. So he changed it to Albert, and that is the name he is known by today.

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CURE SICK HEADACHE.

2000. draft of F. S. Hodges as a D. S. Hodges of Boston, cashed by Wells Fargo & Co. in gold coin in Dec 17 1866.

## DRAFT THAT GOT THE SURVEYORS BACK TO UTAH.

sonally, I always thought it was Huntington who had the brains of the push, but Stanford always had the ready cash, and that counted a lot. "And how about the Central Pacific, did you Union Pacific people have any disputes with them about where your line was to meet theirs?"

"Yes, we did. We first had authority to go to the California line. Then the Californians got a bill through Congress allowing them to come east till they met us and forcing us to go west till we met them, each railroad owning the track as far as it built. We lost all the work of our first surveys over to the California line from Humboldt Wells, as this road was afterwards built by the Californians in coming east to Corinne."

This was all that could be gleaned at that time. Afterwards Capt. Hodges was found in a more reminiscent mood.

## WENT THROUGH THE WAR.

"During the war," he explained when asked to tell how he happened to get into western surveying, "I enlisted and was assigned to the paymaster's department of the navy. Then as the war was near a close I became infected with the western fever and I tried to get into the railroad engineering service, in which effort I was successful. You know the history of Gen. Dodge, chief engineer of the road. He had been surveying before, and once he met Abraham Lincoln, a stranger who was engineering the road near his home."

Lincoln remembered him, and you know how he was promoted through the war, and how afterwards he was sought to be chief engineer in building the Pacific railroad. Dodge was a man of wonderful fiber, so full of life that he seemed never to become exhausted. His work was of a quality that compelled the admiration of all of us."

## TRIBUTE TO BRIGHAM YOUNG.

"Well, I got here to Salt Lake with Capt. Bates in 1868, and found that Brigham Young was our friend, not only in lending moral support, but in getting together husky, reliable boys, good teams, and strong wagons. He had an eye for us, and with this outfit we headed west to Humboldt Wells, where we first went to work. It was on this trip that we had so much trouble finding the grub wagon each night, and when Boreman gave up, once Heber Young finally steered him into camp. On that same night some of us who were wandering around in the dark—was raining hard—encountered a man from camp who had been sent out to guide us in. He had been given a supply of whiskey to revive any of us who might have become exhausted—and do you know what the man had drunk this whiskey and was so foolish we couldn't find out a thing from him."

"We got out of that work by shipping back from Virginia City. After we had run completely out of funds and provisions, Bates and I went on to San Francisco, where Mr. McLean, who was made a baronet through the influence of the prince. He died in 1895, and his son Edward succeeded to the title, and the royal favor."

## MARRIED A ROTHSCHILD.

Sir Edward added considerably to his inheritance by marrying the enormously rich daughter of Baron Gustave de Rothschild. It was a very different sort of wedding from that of his aunt in Bombay, which has been described. It was distinctly the society event of the season. The king, then still Prince of Wales, was present. Nothing showed more strikingly how far the family had advanced since its flight from Baghdad some sixty years earlier.

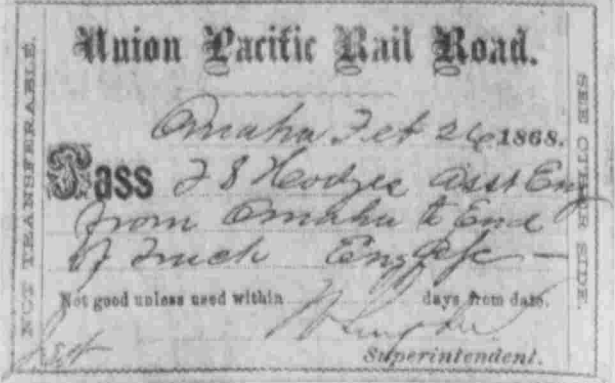
After his father's death Sir Edward sold the Queen's Gate mansion and bought the showy residence in Park Lane—London's "Millionaire's Row"—which had been built by another highly successful financier, Barney Baruch. Barney committed suicide before it was ready for his occupancy. He had mastered the art of making money, but not of getting enjoyment out of it. His Park Lane house was a masterpiece of ostentatious bad taste. Sir Edward wrought a great transformation in its interior and made it a fitting place for the entertainment of royalty.

## MEMBER OF PARLIAMENT.

His majesty's rooms at Talchan Lodge, and so far as privacy is concerned, quite apart from the rest of the house. They constitute a spacious, elaborately equipped flat with a private hall. Over the entrance is the inscription "King Edward the Seventh." The color scheme of the interior decorations were selected by the king himself at the request of Mrs. Sassoon. Talchan Lodge is really as much at the disposal of the king as though he owned it, and the arrangement involves the substantial advantage that it costs him nothing. When he goes there, the house party of course is of his own choosing and includes his particular friends of both sexes. Among the latter is always found Mrs. George Koppel.

## STILL STICK TO THE FAITH.

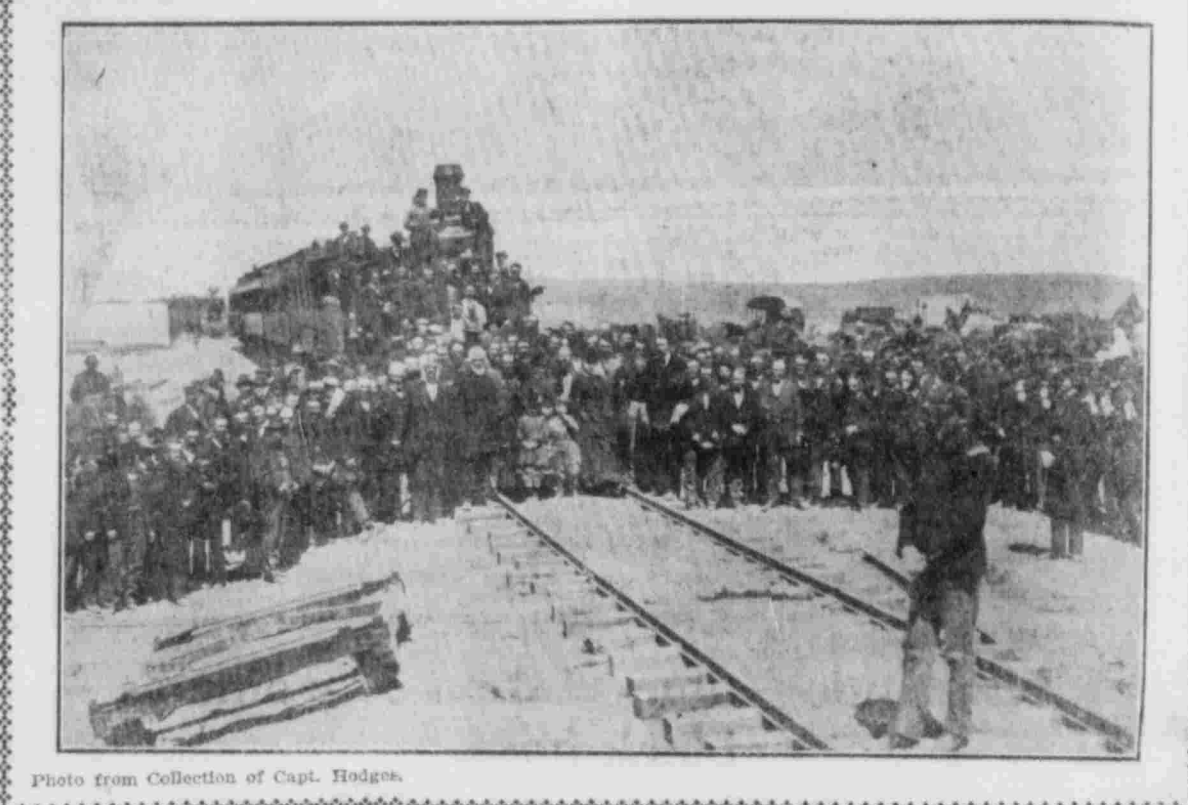
The Sassoons have left Baghdad and Bombay far behind them, but to their credit be it said they have always stuck to the faith of their ancestors. Even though the kluks was their guest at the time, his entertainers faithfully observed the Jewish day of atonement in silence and fasting. And out of respect



PASS TO END OF TRACK.

"Our original party consisted of 11 men. Three of them had fought in the Confederate army, three were soldiers of the Union army, two were Californians, nine were Mormon boys from Salt Lake. It changed somewhat in personnel in 1867 and 1868. We went north in 1867 to Malad valley, and were snowed in. Then I went up the Bear river while Capt. Bates went on to tackle the main divide of the Rocky Mountains. That year we ran 100 miles of surveys and in 1868 we ran 554 miles of preliminary with 60 miles of permanent location."

"But then what's this got to do with the people of today—young men, you're following a story with no interest in it to anyone but a few of us old fellows."



AT THE LAYING OF THE LAST RAIL.

The picture was taken ten years ago at a reunion in Salt Lake, and with a few exceptions the same party assembled here Monday evening.

The men in the picture are, upper row, commencing at the left: N. P. Gray, A. F. Doremus, R. R. Irvine, Heber Young; middle row, S. L. Sprague, F. S. Hodges, Charles de la Baum; lower row, W. J. Beattie, J. H. Mellen, Joe Donley, Isaac Young.

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