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GEO. Q. CANNON,

Editor and Publisher,

Salt Lake City, Utah Territory.

Bishop WILLIAM BUDGE is authorized to act as GENERAL AGENT for the DESERET NEWS throughout Cache County.

THE PROCEEDINGS AT PROMONTORY SUMMIT.

PROMONTORY SUMMIT, via. Ogden, May 10.—The last tie has been laid; the last rail is placed in position, and the last spike driven, which binds the Atlantic and Pacific oceans with an iron band. The electric flash has borne the tidings to the world and it now devolves upon us, the favored eye-witnesses of the momentous feat, to enter our record of the facts. The meridian hour has come and on the expansive and lofty plateau, at the summit of the Promontory, a scene is disclosed in the conception of which every exultant element of humanity is revived. Never before has this continent disclosed anything bearing comparison with it. The massive oaken-hued trains of the Central lies upon their iron path, confronted by the elegant coaches of the Union Pacific. A thousand throbbing hearts impulsively beat to the motion of the trains as the front locomotives of each Company led on majestically up to the very verge of the narrow break between the lines, where, in a few moments, was to be consummated the nuptial rites uniting the gorgeous east and the imperial west of America, with the indissoluble seal of inter-oceanic commerce.

Upon the ground were the following named officials and guests of the Central Pacific Company: Hon. Leland Stanford, president; Mr. Corning, general superintendent; J. H. Strowbridge, superintendent of construction; Charles Marsh, Esq., one of the directors; E. B. Ryan, Esq., Gov. Stanford's private secretary; Messrs. J. T. Haines, F. A. Trytle and Wm. Sherman, commissioners of inspection; Edgar Mills, Esq., of the firm of D. O. Mills & Co, bankers, Sacramento; Gov. Safford, of Arizona; Gen. Houghton, and E. H. Peacock, Esq., of Sacramento; Hon. Tom Fitch, M. C., of Nevada; Dr. Harkness, of Sacramento; Judge Sanderson, of the Supreme Court of Cal.; Dr. T. D. B. Stillman, of San Francisco; S. T. Game, Esq., of Virginia, Nev.; Mr. Phillips, banker, and wife, of Nevada, Cal.; Alfred Hart, Esq., of Sacramento, company photographer; E. D. Dennison, Esq., in charge of excursion train.

The Union Pacific Company was represented by the following named officials and guests: Gen. G. M. Dodge, genl. superintendent; T. C. Durant, president, and Sidney Dillon vice president; Director John Duff; H. M. Hoxie, assistant superintendent; Col. Seymour, consulting engineer; S. B. Reed, superintendent and engineer of construction; D. V. Warren, Esq., superintendent of Utah division; Col. Hopper, superintendent of Laramie division; J. W. Davis, Esq., of the firm of Davis and associates; L. H. Eicholtz, engineer of bridges; Gen. Ledlie, bridge builder; J. S. and D. T. Casement, track layers; Major Bent and Messrs. Ed. Creighton, A. Majors, G. C. Yates, J. J. Megeath, J. M. Ransom, and C. T.

Miller; Gov. J. A. Campbell, of Wyoming; Maj. A. D. Russell, company photographer, assisted by C. R. Savage, Esq., of Salt Lake City; H. W. Cossley, steward; Representatives of Salt Lake City: Hon. Wm. Jennings, vice president of Utah Central Railroad Co.; Col. F. H. Head, superintendent of Indian affairs; Col. Feramor Little, director of Utah Central Railroad Company; Col. John Sharp, assistant superintendent, Utah Central Railroad Co., and Col. C. R. Savage.

Ogden city was represented by the Hon. F. D. Richards, Mayor I. Farr and Bishop C. W. West; Cache county by the Hon. Ezra T. Benson. Among others present we noticed W. B. Hibbard, Esq., Supt. of Western Union telegraph co., Col. Henry, of Wyoming; Gen. J. A. Williamson, of Corinne; J. A. Green, of the firm of Green and Hill; Guy Barton, of the firm of Woolworth and Barton; Col. George B. Senter, ex-mayor of Cleveland, Ohio; Henry Nottingham, late gen'l. supt. of the Cleveland and Lake Shore Railroad; Charles C. Jennings, Esq., of Rainville, Ohio; R. Hall, Esq., of the firm of Hall and Casement; W. H. House, of Pittsburgh, Pa.; Col. Lightner, E. B. Jones and Samuel Beatty, mail agents.

The press of the country was represented by Messrs Frederick McCrellish, editor and proprietor of the *Alta California*; T. O. Leary, of the *Sacramento Bee*; Mr. Howard, of the *Omaha Herald*; B. W. Miller, of the *New York City Press*; G. F. Parsons, of the *San Francisco Times*; A. D. Bell, of the *S. F. Bulletin*; T. Clapp, of the *Springfield, Mass., Republican*; Rev. Dr. John Todd, of the *Boston Congregationalist*, and the *N. Y. Evangelist*; Dr. Adonis, of the *S. F. Herald*; H. W. Atwell, better known as "Bill Dadd the scribe," of the *S. F. Chronicle*; T. B. H. Stenhouse, editor and proprietor of the *Telegraph*, Ogden, Utah, and others.

The programme of ceremonies, which was read by Edgar Mills, Esq., was as follows:—1st. The dedicatory prayer, by the Rev. Dr. J. Todd, of Pittsfield, Mass., of which the following is a report:

"Our Father and God, and our father's God, God of creation and God of Providence, Thou hast created the heavens and the earth, the valleys and the hills; Thou art also the God of all mercies and blessings. We rejoice that Thou hast created the human mind with its powers of invention, its capacity of expansion, and its guerdon of success. We have assembled here, this day, upon the height of the continent, from varied sections of our country, to do homage to Thy wonderful name, in that Thou hast brought this mighty enterprise, combining the commerce of the east with the gold of the west to so glorious a completion. And now we ask Thee that this great work, so auspiciously begun and so magnificently completed, may remain a monument of our faith and of our good works. We here consecrate this great highway for the good of Thy people. O God, we implore Thy blessing upon it, and upon those who may direct its operations. O Father, God of our fathers, we desire to acknowledge Thy handiwork in this great work, and ask Thy blessing upon us here assembled, upon the rulers of our government and upon Thy people everywhere; that peace may flow unto them as a gentle stream, and that this mighty enterprise may be unto us as the Atlantic of Thy strength and the Pacific of Thy love, through Jesus, the Redeemer. Amen."

2d. The presentation of spikes. Dr. Harkness, of the Sacramento press, presented to Governor Stanford a spike of pure gold and said:

"Gentlemen of the Pacific Railroad, the last rail, needed, to complete the greatest railroad enterprise of the world, is about to be laid; the last spike, needed to unite the Atlantic and Pacific by a new line of trade and commerce, is about to be driven to its place. To perform these acts the East and the West have come together. Never since history commenced her record of human events has man been called upon to meet the completion of a work so magnificent in contemplation, and so marvellous in execution. California, within whose borders and by whose citizens, the Pacific Railroad was inaugurated, desires

to express her appreciation of the vast importance to her and her sister States, of the great enterprise which, by your joint action, is about to be consummated; from her mines of gold she has forged a spike, from her laurel woods she has hewn a tie, and by the hands of her citizens she offers them to become a part of the great highway which is about to unite her in closer fellowship with her sisters of the Atlantic. From her bosom was taken the first soil, let hers be the last tie and the last spike, and with them accept the hopes and wishes of her people that the success of your enterprise may not stop short of its brightest promise."

The Hon. F. A. Fryth, of Nevada, offered a silver spike to Dr. Durant, with the following sentiment:—"To the iron of the east and the gold of the west Nevada adds her link of silver to span the continent and wed the oceans."

Governor Safford of Arizona, in offering a spike composed of iron, silver and gold, said: "Ribbed with iron, clad in silver, and crowned with gold, Arizona presents her offering to the enterprise that has banded the Continent and directed the pathway to commerce."

3rd. The response by Governor Stanford in behalf of the C. P. R. R.: "Gentlemen, the Pacific Railroad Companies accept with pride and satisfaction these golden and silver tokens of your appreciation of the importance of our enterprise to the material interests of the whole country, east and west, north and south. These gifts shall receive a fitting place in the superstructure of our road and, before laying the tie and driving the spikes in completion of the Pacific Railway, allow me to express the hope that the great importance which you are pleased to attach to our undertaking may be in all respects fully realized. This line of rails, connecting the Atlantic and Pacific, and affording to commerce a new transit, will prove, we trust, the speedy forerunner of increased facilities. The Pacific Railroad will, as soon as commerce shall begin fully to realize its advantages, demonstrate the necessity of rich improvements on railroading, so as to render practicable the transportation of freights at much less rates than are possible under any system which has been thus far anywhere adopted. The day is not far distant when three tracks will be found necessary to accommodate the commerce and travel which will seek a transit across this continent. Freight will then move only one way on each track, and at rates of speed that will answer the demands of cheapness and time. Cars and engines will be light or heavy, according to the speed required, and the weight to be transported. In conclusion I will add that we hope to do, ultimately, what is now impossible on long lines,—transport coarse, heavy and cheap products for all distances at living rates to the trade. Now gentlemen, with your assistance we will proceed to lay the last tie and last rail, and drive the last spike."

4th. The response of General Dodge, in behalf of the U. P. R. R.:—"Gentlemen, the great Benton proposed that, some day, a giant statue of Columbus should be erected on the highest peak of the Rocky Mountains, pointing westward, denoting this as the great route across the continent. You have made that prophesy, to-day, a fact. This is the way to India."

5th. The presentation, to Governor Stanford, of a silver spike maul, by Mr. Coe, of the Pacific Union Express Company.

6th. The laying of the last tie, upon which meet the C. P. and U. P. rails. The superintendent of construction of the U. P. handling the south end, and J. H. Strowbridge, Esq., the north end, laid the tie in position. This tie, of California laurel, an elegant wood scarcely inferior to mahogany, was French polished, and on its face a silver plate, bearing the inscription "The last tie laid on the completion of the Pacific Railroad, May 10th, 1869; presented by West Evans, manufactured by Strahle & Hughes, San Francisco." On this plate were also engraved the names of the directors and officers of the C. P. R. R. and M. K. A. R. R. Co.

7th. Driving the last spike: Superintendent Hibbard, having the wires of the Western Union Telegraph so attached to the mauls in position as to announce the blows as they fell, Governor Stanford, with the silver maul, standing upon the south side of the track, and Dr. Durant on the north, at a given signal, drove the spikes. Instantaneously the electric current flashed the tidings east and west, that the work was done, and the same electric flash sent the reverberating discharge of 220 guns from the batteries of San Francisco.

The excitement at this moment of victory was intense, cheers were given for the officers of the Central, followed by cheers for the officers of the Union Pacific; cheers for the "Star Spangled Banner," for the President of the United States, for the engineers and contractors, and for the laborers that have done the work. Upon a momentary subsiding of the cheering Mr. Mills read the dispatches to President Grant and the associated press, announcing the completion of the Pacific Railroad. The reading had but concluded, when the following responsive telegram was received from prominent Californians in New York:

"The Presidents of the Central Pacific and Union Pacific Railroads at the Junction:—To you and your associates we send our hearty greetings upon the great feat this day achieved, in the junction of your two roads, and we bid you God speed in your best endeavors for the entire success of the Trans-Atlantic highway between the Atlantic and the Pacific, for the New World and the Old."

Upon the gold spike was engraved, "The Pacific Railway, first ground broke Jan. 8, 1863, and completed May 10th, 1869. May God continue the unity of our country as this railroad unites the two great oceans of the world. Presented by David Herves, San Francisco." On the head of the spike was inscribed "the last spike." This spike was made of twenty-three twenty-dollar gold pieces, and is worth \$460.

A half hour longer sufficed for the photographers to take views of the scenes from every available standpoint. They will be much sought after. Each company had four locomotives on the ground, "Jupiter," the C. P. engine, in front, George E. Bond, Esq., conductor; this locomotive was elegantly decked with flags and streamers. B. S. Mallory, Esq., conductor of the U. P. excursionists, brought up the most elegant train and largest number of passengers yet taken over the road. Four companies of the 21st U. S. infantry, Col. Cogswell, were also there. The music of their brass band was truly enchanting, as it echoed upon the mountain breezes of that beautiful day. The thermometer stood at 69 degrees in the shade of the C. P. telegraph car. The point of junction is exactly 1,085 4-5 miles from Omaha, and 690 east of Sacramento. The succeeding moments, prior to six p.m., were vigorously applied to refreshment, hilarity and social pastimes. Dr. Durant's palace car was a scene of mirth and good humor, in which the two Casements vied with each other in fun making. Champagne was quaffed, which even the telling future may never reveal. The General's first fall-back speech, on this great day, will undoubtedly place him among the Ciceros of modern date:—"the government subsidy was really done brown." The separation of the U. P. and C. P. trains, as they receded on the declining grade to the East and West, was as expeditious as the occasion was auspicious. Hail to the day thus commemorated and immortalized by the completion of the Pacific Railroad.

NOTICE: ON and after Monday, the 17th day of May, the Kaysville and South Weber Irrigation Company will be ready to let out Contracts to make a Canal for bringing out the waters of Weber River.

Persons wishing to take shares can apply to Peter Barton, who will be along the line of the Canal on and after the above-mentioned date. CHRISTOPHER LAYTON, President. PETER BARTON, Secretary. Kaysville, May 11. d146-3829 2w15-1