

UNION PACIFIC RAILROAD.

Report of G. M. Dodge, Chief Engineer U. P. R. R., on a branch Railroad from the Union Pacific Railroad to Idaho, Montana, Oregon, and Puget's Sound.

OFFICE CHIEF ENGINEER U. P. R. R., OMAHA, December 1, 1897.  
Hon. Oliver Ames, President U. P. R. R., 20 Nassau street, New York:

DEAR SIR:—In compliance with the instructions of the Board of Directors, forwarded to me at Salt Lake City, I have the honor of submitting the following report upon Railroad lines from the Union Pacific Railroad to Montana, Idaho, Portland, (Oregon,) and Puget's Sound, (Washington Territory,) known as the Idaho and Oregon branch. I shall report upon the line in two divisions, viz:

First. The approaches to Snake river valley, from the lines of the Union Pacific Railroad, between Green river and Salt Lake City.

Second. The route from Snake river valley to Portland, Oregon, and Puget's Sound, Washington Territory. I also include the branch to Montana.

APPROACHES TO SNAKE RIVER VALLEY.

First. The route marked "A" on the map, leaving the U. P. R. line in the Black Forks of Green river, near the mouth of Ham's Fork, of Black's Fork, and up Ham's Fork to Hodges' Pass, through the rim of the Great Salt Lake Basin; then descends to Bear river valley, which it follows to the northerly bend of Bear river, latitude 42° 30', some eight miles north of Soda Springs; then leaves the valley in a N. 45° W. course, passing through the broad, open plain known as the Port Neuf gap; this plain, from Bear river valley, being nearly level, without any difficult summits to overcome. It strikes Port Neuf river near where it cañons through the range of mountains skirting the Bear river valley on the west, then follows the Port Neuf valley, and enters Snake river plains about latitude 42° 45', and longitude 112° 30'. The only difficult work on this line is at Hodges' Pass, through the rim of the basin, where a tunnel of 1,000 feet will be required to obtain a 60 foot maximum grade, or a 90 foot grade will overcome the summit, avoiding the tunnel, but giving heavy work. I submit a profile of the line from the mouth of Ham's Fork to Port Neuf gap. The balance of the distance to Snake river will be light work, and no grade to exceed fifty feet per mile, with good alignment. The distance by this approach from Ham's Fork to the mouth of Raft river, in Snake river valley a point common to all lines, is 235 miles; from Missouri river to Raft river 1,110 miles; and from Omaha to the navigable waters of the Columbia, at the mouth of the Umatilla, by this route, is 1,515 miles; to Portland, 1,670 miles. The advantage of this route is, that it is eighty miles shorter from Omaha than any other approach. It avoids entirely the heavy grades crossing the Wasatch mountains, and to reach the navigable waters of the Pacific we would have only 400 miles of road to build, with the U. P. R. completed so far west, in 1898, that the track could be immediately laid on this route.

Very little rock-work would be encountered on this approach. It runs the greater part of the way through valley or over table lands suitable for cultivation, and capable of supporting a heavy population. Ham's and Bear river valleys are wide and rich, and skirt the beautiful valley streams abounding with fish, and affording immense water power. Every acre of them could be cultivated. Vegetables and the smaller grains may be raised in abundance. The timber in the mountains adjacent to the valleys is heavy, and in unlimited quantities, pine, spruce, quaking aspen, and hemlock, predominating. Along Bear river, coal of the brown formation, exists in heavy veins, and an analysis of it shows it to be some of the best coal existing west of the Missouri river; it is easy of access, has solid roof, and will be mined cheaply. The line would pass near the Mormon settlements at Bear river and Soda Springs. Snow in Bear river valley lies steadily on the ground during the winter; but no enormous drifts would be encountered, as we avoid the heavy snows of the Wasatch mountains. A line by this route, with the proper financial backing, could be built at the rate of 300 miles or more in a year, depending entirely upon the U. P. R. to bring forward to it iron; for the superstructure, ties, timber, lumber, etc., abundant and can be furnished along the line.

A line secondary to this, that would point more directly to the Montana branch, could leave this line at Soda Springs, avoiding Port Neuf cañon, bear due north until it reaches the southerly bend of Blackfoot river following the valley of this river to Snake river plains; then due west, or, crossing Snake river strike directly west towards Port Boise. From Soda Springs to Snake river would be light work, light grade, and good alignment, and take us into well watered valleys skirted by mountains of pine—as beautiful a country as I ever saw. A reconnaissance made of the Blackfoot valley shows that a very direct line could be obtained down it, the valley it follows being from 8 to 10 miles wide. The advantages of this line would consist in encountering less snow than upon the Port Neuf Gap line, and in the shortening of the branch to Montana, which would strike off near Fort Hall on Snake river.

Both of the above routes could be shortened in distance by striking off from the main line where it crosses Bear river, on line marked "B," thus avoiding the tunnel and heavy work, crossing the rim of the basin at Hodges' Pass. The length of the branch would be the same as "A" line, but the total distance from the Missouri river to Portland would be increased 60 miles, it leaving the main line that much farther west, and we should have to use the heavy grades on the main line, east of Bear river, that we encounter in overcoming the rim of the basin.

Second. The approach from Salt Lake City or the mouth of Weber cañon to Snake river, avoiding the crossing of the rim of the basin, would skirt the east shore of Great Salt Lake to Bear river, and to follow the valley of Bear river to one of the streams leading to Marsh valley, and then to Snake river plains, or continue up the valley of Bear river to Port Neuf Gap. This line

would be expensive but of easy grade. It would accommodate all the settlements along the east shore of Great Salt Lake, Cache valley, and Bear river valley. Its general direction would be almost due north, and it would increase the distance of the line from the Missouri river to Raft river, the common point in Bear river valley, 75 miles. Third. The third approach, on the supposition that the road should be built south of Great Salt Lake, would be from Salt Lake City, or Weber Cañon, along the east shore of Great Salt Lake, crossing one arm of the Lake, (Bear river bay,) near Mud Island; thence along the west base of Promontory Point to Pilot Springs; thence down Clear creek, or Raft river valley, to Snake river. The crossing of Salt Lake would be in water from one to ten feet deep, and about three miles long. The line could be carried still further north, and cross Promontory Point some 18 or 20 miles north of its southern extremity, which would require some very heavy work and about six miles of 75 feet grades. After leaving the settlements of Salt Lake, and until it reaches Raft river, the line skirts a country uninviting and hardly susceptible to cultivation, but avoids the desert. There would be plenty of water and timber along the route, with all the material necessary to build the road. Coal is said to exist in Raft river mountains, but this fact has not been fully established. The rim of the basin on Raft river range, could be crossed with 70 feet grades, and comparatively light work, but heavy snows in winter would be encountered. The distance of the branch to the mouth of Raft river, would be 60 miles, and 1,165 miles from Omaha to the mouth of Raft river; the branch would be 150 miles from the mouth of Weber Cañon to Raft river, making the branch shorter than "A" line by 75 miles; but the entire length of the road to travel, from the Missouri river to the mouth of the Raft river, would be 55 miles greater. Should the main line of the U. P. R. run north of Great Salt Lake, which is more than probable, the branch would leave the main line at the north point of Great Salt Lake, strike due north to Pilot Springs, then down Raft river valley to Raft river, and would be only 60 miles long, and is the shortest branch that can be built, giving the same distance from the Missouri as the last route. The work on this line would be light, but the grades heavy, the eastern rim of the basin being avoided by the branch, but crossed by the main line, and the northern rim to overcome. Heavy snows would be encountered from Promontory Point to Snake river valley, which lie, in winter, three feet on the level, with the usual drifts of this high altitude. After the main line reaches Great Salt Lake, this line could be built as fast as line "A," but track-laying would not be commenced from the east until the main road was running to the mouth of Weber Cañon or the north point of the Lake.

(To be continued.)

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He conquers twice, who once conquers himself.

C  
R  
B  
G

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As may be seen by the following article, which we copy from the New Orleans Times of 16th inst., Buck & Wright have borne off the highest premium in the stove line at the New Orleans Fair. Six entries were made with Buck's "Brilliant," away ahead of the heap.

The great stove trial was resumed yesterday at 12 o'clock, before a largely increased crowd over the day preceding. The utmost good humor seemed to prevail, both among the exhibitors and spectators, all of whom seemed thoroughly imbued with the good old P. R. principle of "the best stove wins." Promptly to the time the committee appeared on the judges' stand, Sanders, particularly, glowing with excitement and responsibility. The entries were the same as at the previous trial, and the engineers had not been changed.

At ten minutes to one the drum tapped, and all lighted up. Norton's Furnace, run by Mr. E. Wood Perry, led off in smoke, amid the cheers of the crowd and loud cries of "Go it, old one." Charter Oak followed, and the rest gave vapor immediately after. In four minutes, just as they were (as we might say) rounding the quarter stretch, "Cotton Plant" popped in broad; all followed suit as quickly as though life depended on the issue, but Buck's Brilliant had started fire with bread already in the stove. Then came the tug, the cooks countenances glowed like the stoves, a perpetual snapping of opening and shutting doors resounded over the arena. Stoves were patted, coaxed and petted as though they were human beings. All seemed confident of winning, and the crowd enlivened the scene with numerous and encouraging comments from time to time. Mr. Perry's efforts seemed to be the greatest favored.

At twenty minutes past one "Cotton Plant" threw open its throttle valves and announced that it wanted no more fuel. All the others "went up" and "keeping dark." As the time for the bread to be baked approached, excitement had increased to a baking heat, both within and without the arena. At last Peersless turned out its bread in 42 minutes. Norton's Furnace followed suit, in 42½; Cotton Plant next, in 43, then Charter Oak, in 43½; then Good Samaritan, 44½, and lastly Buck's Brilliant, in 47. The great result of the trial was as follows:

Norton's Furnace, E. Wood Perry, bread weighed 7 lbs 3 oz; burned fuel 7½ lbs. Charter Oak, Rice, Brock & Co., bread weighed 7 lbs 4 oz; burned fuel 6½ lbs. Peersless, Campman & Co., bread weighed 7 lbs 4 oz; burned fuel 6½ lbs. Good Samaritan, bread weighed 7 lbs 3 oz; burned fuel 7½ pounds. Cotton Plant, Levi & Navra, bread weighed 7 lbs 1 oz; burned fuel 7½ lbs. Buck's Brilliant, Buck & Wright, bread weighed 7 lbs 4 oz; burned fuel 8½ lbs. At the conclusion of the trial, the bread was taken charge of by the Awarding Committee and locked up for an hour, at the expiration of which it was all eaten by them, in accordance with their duty, and the gold medal awarded for best wood stoves to Buck & Wright, of St. Louis, honorable mention being made of the Peersless, Campman & Co.—New Orleans Times, Jan. 15, 1898 & 17-1m & w-1

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SMITH BROS., 1850.

1868.

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