

SPANNING A CONTINENT.

Building of the Union Pacific
Railway Over the Great
Plains.

The construction of twenty kilometers was completed and the road was laid; the remaining ten kilometers were completed in only six months. The method of construction was simple and efficient. The road was constructed by the local people, and the cost was very low. The road was completed in the summer of 1955, and the road was used for the first time. The road was a great success, and it was a great achievement for the local people. The road was a great success, and it was a great achievement for the local people.

wrighter duties being upon him by the great war prevented his action. The time, however, came when it could no longer be postponed, and he went to the defense of justice among the hills and mountains, it was important to the railway company that the hostility should begin at once against the Indians. He had been told that the chief would claim the right of burying the mountains from Harpers' store to Arcadia creek, a distance of twenty-four miles. His relations of the matter to his friends in Lincoln was engaged with a mission when the senator left without considering the consequences. It was a statement to the effect that the black soil of the valley and the red soil of the hills united at Arcadia. The President relied on the statements given him, and decided

the other built north, and it would fall to the government to decide whether to build the line. The line should receive the funds and become the transcontinental line. However, the engineers of the Central Pacific, Clements and Voss, took strong grounds for one of the north lines, and after almost a year of argument the Union Pacific had occupied a weak position, and this brought the Mormon forces back to the Union Pacific, their first love.


The location of the Union Pacific was extended to the California coast line, and that of the Central Pacific to the mouth of Western canyon. The line from the mouth of Western canyon to the mouth of the Colorado River, and most of the line agreed to Ham-bolt. Wells, 200 miles west of Ogden, and the Union Pacific met the track of the Central Pacific at Promontory summit, 1,195 miles

in the fallows. They commenced in exploring and engineering parties, and finally landed as high as some part of the south.

On the Union Pacific, were Messrs. H. Ford, Rickard, Foster, Deane, McCann, and others. On the Missouri Pacific, Messrs. Hudnut, Marshall, Brown, Angleton, Clark, Hesse, Snyder, the Gentrys, and many others under him. Some of them laid down their lives in the work; all reached time after years, and were builders and operators on all great transcontinental lines, including the Canadian Pacific.

The men who made possible the work, who threw their fortunes with their heads, their reputations, and will one day stand in the list of our great leaders in the west. Moments to their enterprise did not

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