CITIZEN TRAIN ON OMAHA.

The Hundred Millionaire !--- Psycho-Pa-

cific Evolution.

Founding the Credit Mobilier and

Constructing Pacific Rail-

way!

Jold --- "Psycho-Bull" With

Fogy China!

Saved by Constructing the

Union Pacific Railroad.

-George Francis Train Inter-

viewed by Our Special Cor-

respondent.

Rooms of the Omaha BEE,

house and get ten columns if possible, his re-

G. F. T .- It would cover ten entire

pages of THE BEE! He telegraphs you for

Reporter.-Never mind quantity Citizen

No. 65 Tribune Building, New York.

Омана, Nebr., November 25,

E. ROSEWATER.

the following telegram:

To F. A. Richardson,

rely on it.

(Signed).

but ten columns.

A large number of invited guests from Omaha and vicinity accompanied the eastern excursionists. The following is

the complete list of NAMES OF THE EXCURSIONISTS -GUESTS OF THE UNION PACIFIC: Directors and Officers of the U. P. Railroad Company. — Directors—Thomas C. Durant, New York, vice-president; E. Cook, Iowa; Sidney Dillon, New York; C. A. Lambard, Massachusetts; John Duff, Massachusetts; Hon. C. T. Snerman, Ohio, government di-

Government Commissioners - General J. H Simpson, Washington; General S. R. Curtis, Iowa; Hon. W. M. White, Connecti

cut. Chief Engineer—Gen. G. M. Dod, e. Iowa. Consulting Engineer—Cel. Silas Seymour, New York.

Assistant Superintendent and General
Freight and Ticket Agent -W. Snyder.

Attaches H. M. Hoxie, in charge of steam
boats; B. F. Bunker, N. A. Gestner, in
charge of special train. charge of special train.
G. W. Frost, purchasing agent.

Maj. L. S. Bent, burnetizer. General and Daniel Casement, in charge of track. J. Carbutt, photographer; Mr. Hein

assistant photographer. Great Western Light Guard Band of Chicago-A. J. Vaas, leader. Rosenblatt's band of St. Joseph-H Rosenblatt, leader. INVITED GUESTS.

Hon B F Wade, U S Hon J W Patterson II S senator. Hon M Welker. Hon W Lawrence Hon J B Alley and Miss Emma Alley wife. Hon I T Rogers, Hon B M Boyer and Hon R B Buckland, Hon R B Hayes, Hon S E Ancona. Hon J H Farquar and LeGrand Lockwood, wife. Earl of Arlie, Eng Henry B Lockwood, M O'Dillon Barrett, land. Marquis Chambrun. Mr and Mrs J T Mc

secretary French le-gation. Miss A M Williams. Horace Williams. Mrs J H Simpson, Wm Leighton. Miss Minnie Sim J T Tuttle, M D. Miss M H Sherman. J E Sherman. B D Stewart. Miss H R Stewart. Rev Dr G F Wiswell J R Duff. Rev I H Tuttle, D D, Col E D Taylor and wife. S J Jones, surgeon, U Miss Kate Offley. Gen J H Bates. Hon Augustus Schell, Rev W R Brown, Mr and Mrs George Francis Train and John Crecar. Mrs Geo T M Davis.

188 Sallie Clark. Miss M S Dodge. Hon Thomas F Plun-Mrs J S Polhemu Bailbache. Hon G B Senter. Col Thos Diminick, G A Benedict. Ezra H Baker. Miss E H Baker. Miss Bugbee. Isaac S Waterman. H M Smith. Dr F Plummer. Mr and Mrs J H Con-Col William Osborn. Mrs A P Clark. Mrs R A Park. S R Wells. Dr and Mrs S Capt St Albe, H M Kinsley. J A Gilden. E T Watkins. Sprague. Wm Hilton. Col A W Johnson,

Joseph Medill. John Potts. R M McHenry. J H Bowen. T W Fabens. C F Atkinson. Josiah Hastinge F H Hall. C B Hazeltine, Perry H Smith, Jr. Dr H B Van Deventer, B P Hazeltine. Col B H Jenk. R D Hicks. W G Mendenhall. E Reily. Mr and Mrs D W George E Kilbourne. Mr and Mrs R Harris. Kilbourne. Ira P Bowen F S Lathrop.
F W Hinsdale,
J M Seymour,
Thomas H Cuthell,
Lather Kountze.
William L Woods,
Mr Winter,
W H Ferry A N Allen, M D. Mrs S Seymour. Franklin C White. S P Holmes, J W Miller. J W Miller.
Major Hennings.
Capt John B Turner.
Perry H Smith.
E B Talcott.
John C Gault.
John V Ayer.
Hiram Wheeler.
Robt T Lincoln.
John M Rountree. Mr Winter, W H Ferry, George L Dunlap, Col J H Howe, Isaac B Howe. George M Pullman.

Charles H Hapgood. Norman Williams, Hon H B Curtis. Dr J M Buckingham. Dr R D Hicks. Henry L Curtis. Chas T Sherman, Jr. A Winton throp. C F Atkinson. Rev W R Brown. L L Harman. Mr and Mrs J W T R Montgomery eorge R Smith, M. Omaha. Gen G M O'Brien and St A D Balcombe and Dr Alexander, medi cal director.

cal director.
Major Bird
E B Taylor.
Judge C Baldwin.
Mrs Gen Dodge and
daughter.
M a H M Hoxie.
Miss C M Frost.
Mrs D T Casement. lady. George L Miller. F M McDonaugh. H C Nutt, eeq, and la iy. Miss Julia M Dodge. Mrs G W Frest. Miss A J Shaw.

Hon A Saunders, governor of Nebraska, Hon J M Thayer and lady, and Hon T W Tipton, U S senatora-elect. Hon William Kellogg, chief justice of Ne Major General Phillip St George Cooke (com-manding department of the Platte) and staff. Hon A S Paddock and lady, secretary of Ne

Major Cushing, chief commissary of the Platte. Col J K Mizner, (Fort McPherson), lady and

sister.

Lieut Yates, Second cavalry, U.S.A.
Lieut A.S. Adams, Second cavalry, U.S.A.
C. L. Jenkins, in charge Railway Pioneer
Printing Establishment.
J. Shepherd, superintendent United States
Express company.
"Giles," editor Bugle, Council Bluffs, Iowa.
W.F. Burke, editor Nonpareil, Council Bluffs,
Iowa.

OPE FOR THE END OF TRACK.

The excursion train left Omaha shortly before noon, running at a slow rate of speed so as to afford the excursionists a good opportunity of seeing the country. The train reached Columbus soon after dark, and was halted in front of a brilliantly illuminated encampment, cover-ing several acres, a short distance north of the station buildings, and so arranged as to afford comfortable accomoda-

Pawnee Indians gave a war dance near the encampment, and the entertainment do not believe that our great and gloriproved very novel and interesting to ous republic could be amplified and sequent upon this work with great appremany of the visitors. Before daylight, grow to its full dimensions. Thave always

powerful locomotives. The magnificent next morning, the Indians aroused the been willing, as a member of the national been of these excursionists. [Applause. director's car, constructed by the Pitts excursionists by a sevenade whoops and legislature, to do almost anything that They have not looked to the amazing burg, Fort Wayne & Chicago Railroad yells, which caused considerable excitecompany for this road, was placed in the ment and fear among the more timid engage in this great enterprise—sagreat, tural, mineral, and otherwise. rear, and devoted to members of con- ones, but when informed that it was a sir, that the minds of our most couragegress, and other distinguished guests, joke originated by Mr. Durant, General ous capitalists were almost apalled at of gold and silver have been dug out of who felt desirous of making a critical ex- Dodge and Secretary Paddock, of the Elkamination of the road and adjacent horn club, their fear were allayed and still greater than its magnitude. But I vantages of having no great mode of com-

first time. The next car forward was After breakfast was served, the train the celebrated Government, or Lincoln proceeded westward, some little distance, car, the private property of Mr. Durant, and then halted in front of the Indian and was therefore devoted principally to encampment, where the excursionists

After the battle, Mr. Durant distrisenger coaches, put up at the company's buted several hundred dollars worth of

Next came the mess, or cooking car, con- the excursion train started again on its prising population, and all those fertile there, when these great and ponderous structed also at the Fort Wayne shops, westward course, passing successively the and designed as a tender, or companion embryo towns of Silver Creek, Lone cultivated in the Eastern States, and the minerals, shall be taken there by the to the director's car. In front of this Tree, Grand Island, Wood River, was a mail, or express car, conveniently Kearney, Elm Creek, Plum Creek, and Willow Island. Soon after which, and in front of all, or next to the engine, was at about 8 p. m., it arrived at the termination of the second day's journey, a distance of 279 miles west of Omaha. AT CAMP NO. 2.

Here, as at Columbus, on the previous evening, a large and brilliantly illuminated encampment had been prepared for the reception of the guests.

A military encampment had also been established during the previous day by Colonel Mizner, in command of Fort McPherson on the opposite side of the Platte, so near the excursionists' camp as to preclude any fear from the roaming bands of Indians, which were said to infest this portion of the country.

Comfortable quarters were immediately

assigned to each one of the party, and very soon thereafter an elegant supper was served

When the excursion party left New York, it was understood that it would overtake the western end of the Union Pacific railroad track, at or about the one hundredth meridian of longitude, some two hundred and forty-seven miles west of Omaha, and that then and there the great celebration would come off, as per invitation and programme. But there they now were more than thirty miles west of the one hundredth meridian, and no end of track yet visible

On the following morning, the famous Elkhorn club, marched in a body down I contemplate that and see that vast to the Platte river and took their matutinal wash.

Breakfast was then had, after which an amusing programme of exercises was rendered, and a series of resolutions were passed. At eleven o'clock the train pulled outfor the end of the track some eight or ten miles distant. Several hours were spent here in watching the track laying under the direction of General Casement and Danier Casement Upon returning to camp the excursion-ists found an elegant dinner awaiting them. The camp was at that time named Platte City

In the evening a fine display of fireworks was given from the stand in the center of the camp, under the direction of Webster Snyder and Silas Seymour. At a later hour a concert took place at Bunker hall, followed by a lecture on phre nology by "Professor" Wells, who amus ingly illustrated his subject by referring to the head of George Francis Train.

HOMEWARD BOUND. At ten o'clock next morning the train started on its return trip to Omaha, where it arrived at ten o'clock in the evening. On the following morning And that is sufficient to bind nations toand the Chicago & Northwestern rail-Denver for St. Joe. Upon reaching Chicago, a meeting of the excursionists was held in the opera house, the assembly being increased by the attendance of a large number of Chicago's prominent and found what the energy of those men citizens. The assembly was called to order by Mayor Rice, who delivered an address, after which the meeting adopted series of resolutions. Speeches were then made by Hon. C. A. Lambard, of Boston; Hon. B. F. Wade, of Ohio; J. gaged their fortunes in this great enter-C. Dore, the president of the Chicago prise. They have prosecuted it with an have more intelligence, more of enboard of trade; Col. J. H. Howe, solicitor of the Chicago & Northwestern; Lord Airlie, of England; Hon. S. S. Hayes, of Chicago; Hon. B. M. Boyer, of Penn-

The following was the Speech of Hon, B. F. Wade at Chicago.

I feel entirely inadequate to express to tertain upon the subject under consideration. I have looked over the map of the whole country for a good many years, and at an early period of my study geography of our country and its history was impressed deeply with the im portance of this location, Chicago, and about thirty-two years ago I visited this stands, for at that period there was no city here—there were a few rude buildings, and some gentlemen, attracted by the location and prospective importance of the place, interested in its future building up, and, like myself, believing it might grow into a great city. I attended, I recollect, a court here at that time, but there were hardly any inhabitants and very little to do in the court. place at that time. I have been over the city to-day, and endeavored to recollect the sites where the important transactions were, even where the court house stood but I am entirely unable now to form any definite opinion where the place was and so of all the rest of the city. We have all heard of the wonderful and amazing growth of this city; of the great, bold enterprise of its inhabitants—the whole country is deeply impressed with these sentiments, but, sir, it takes the presentation of the reality before us to enable us to understand the full power of your operations here. [Applause.] I have been amazed to-day, as I passed through your thoroughfares and viewed the wonderful progress that has been made in that short period. I believe that in point of enterprise, upon this conti-nent-[applause]—and I doubt whether you yourselves understand the full importance of the position on this contihad really no conception of the importtions for all who wished to leave the cars the second, if not the first, city upon These, however, the energy and enterand enjoy the novelty of a night's sleep this continent. [Applaure] I have al. prise of our age have disclosed, and the in camp. A splendid supper was served ways been a strenuous advocate for a question now is, how shall the wealth of in a large tent, which all greatly en railway communication between the At those regions be developed for the ad lantic and Pacific oceans. I have never vantage of the nation and the benefit of During the evening a large number of doubted that it was a political as well as the world at large ! I will say one thing

ing these vast fertile plains over which of the east. China and we travelled, and you will find no place will be reached in one-half, for an international boundary line. No one-third the time we reach plause.] I never believed the thing posonly place where any separation could by any possibility take place. And when region beyond, rich as the other in agricultural capabilities, and infinitely richer in the material wealth, and peopled too

the idea that beyond the Rocky Mountains, on the Pacific coast, a great and prosperous nation, separate from us, by this as I stand by all those great thormight be built up, and when I contemplate that, sir, I think I see the necessity of intimate connections with that people by commerce, by social relations, and all those ties that bind nations together. [Applause] Not believing that important as the other, and worthy the there is any danger of such a thing, for, for the honor of that great people over before the public, and I trust they wil there be it said, they have given us no have the intelligence and the power to intimation that there is any design to impress its importance on the whole peoseparate themselves from the rising and ple of the United States, so that the prospective glories of this great republic. work shall go hand in hand with the oth-Applause.] But, sir, it is a dictate of er, and finally be accomplished. [Apprudence politically to cultivate the most plause.] Therefore, again I say to you intimate relations with that people, and that the importance of this location use every facility for connecting ourselves most closely with them. How, sir, should this be done? Man's ingenuity has invented no other way except the all-efficient instrumentality of the railway, the Pacific, may contend the palm of of. Therefore, sir, I do honor to all deem that an extravagant expression, road. The rest of the party left Omaha those who, either through patriotism or but recollect that New York city had to on the following Sunday by the steamer the far-reaching knowledge of their own struggle for one hundred and fifty years interests, are taking in hand to expend we proceeded west over those vast plains, had done, it filled our minds with the er your intelligence nor your enterprise gentleman who proceeded me has said, there was no man among us whose heart to-day convinces me that you will not be did not warm toward the men who en-

energy that astonished me, whether it terprise, more of did others or not. I had no idea that can Yankee go-aheadativeness than this road was creeping along with such the people of Chicago. [Applause.] I facility toward its western termination: sav again, there are but two cities on this rylvania; the marquis of Chambrun, of and when I saw it I felt glad that all the continent that can compete with you and Senator Patterson, of New votes I have ever given in congress, hav- your posterity for the palm of greatness. Hampshire; Gen. J. H. Simpson, and ing any connection with this 'And now, as to the excursion. I others. aid it. [Applause.] I labored that it was on the most comprehensive to have it done, long before it was. scale of magnificence that I have ever There was a time preceding the war-for seen. The company have stopped at this great work has been in contempla- nothing that would promote our happi-Mr. Mayor, Ladies and Gentiemen: tion for a good many years-that we ness or bring within our grasp all the inthis assemblage the feelings which I en- fought this thing persistently, but without telligence we could possibly acquire on success; we could not get it through con- this subject. They stopped at nothing, gress. We sent out surveyors to pros- and there is not a member of that excurpect and estimate the cost of the differ- sion party who would not admit the perent roads through the Rocky mountains fect organization that was brought about burg.

and on to the Pacific coast, and they re- by the managers of the excursion. It ported that it would cost a hundred mil- was thoroughly organized-and, traversions of dollars to establish this road ing this continent more than fifteen hunthere, and men thought this sum so dred miles, having to use different modes city, or the site where the city now great that no nation could afford to en- of conveyance, transporting this great excursioned several congresses to the gage in the enterprise. You all know the arguments used in congress against it. It was extravagant, it was enormous, t would bankrupt the nation to undertake it, yet a private company of individuals, aided a little by the government, have gone on and rendered it not only possible, but have, in a great measure, accomplished the work. [Applause.] As the gentleman who preceded me cannot describe the condition of this stated, we traversed the road seven hun the opportunities it gave him to be acand there we found them going on almost as fast as a man could walk. Indeed I able to get to the end of it, for I will say our highest civilization. We had there none! that they are prosecuting it with an un- a printing press; a morning paper was abated energy, and with a unity of purpose that is perfectly amazing. Every hundredth meridian, and while the Pawworkmen knows his place everyone is as busy as he can be—the work goes per- printers were working off a description ceptibly on while you stand there viewing it; and, sir, this is most honorable to those gentlemen who have this great I work in charge. I tell you that five take the cars here and go to San Francisco in four days. [Applause.] And ing press we had the telegraph, that then think of the developments of that we might in a moment communicate to-day you constitute a city, third in great country which will be disclosed. point of population, and first, I may say, How is it now, sir, in your Rocky Mountain region, a region so remote and so little known, that ten years ago, I recollect, in congress, when we undertook to divide it up into territories, we were puznent which you occupy. I am sure, sir, zled most of all to fix the boundaries, until I passed through this excursion, I because we did not know where they would run, and, if you look in our work auce of this point, Chicago, and, what is you will find that we have bounded them still more important, of the vastness and richness of the great country that lies west of you, and which is bound to contribute in the future so much to build up the second of the richness of the great country that lies west of you, and which is bound to contribute in the future so much to build up

These, however, the energy and enter-

resources of this government, agricul just think for one moment what amounts its megnitude; and its importance was these mountains under all the disadhave been over the ground, and as I munication, when men had to drag their passed over it, sir, looking out of the car heavy and ponderous instruments for windows and endeavoring to view every getting out these miners sover thousands acre of the ground we passed of the most of miles of untracked territory, and yet, fertile character I have ever seen, I have sir, they have dug out those precious realized that there was nothing in the metals by hundreds of millions. Now, east that at all compares with it. Its think of the vast chain of mountains, capabilities exceed the imagination of extending from the north of Mexico to Collapsing Two Hundred Millions car shops at Omaha. These were deverted to the excursionists generally. squaws. One of which, however, was occupied almost exclusively by the Elkhern club. of savage life and customs was ended, shall be covered with a dense and enter- when this railway shall be accomplished acres cultivated, even as the land is now instruments so necessary to develop those whole of its agricultural wealth is to find speed of the railway, and that great minits outlet through this great city. [Applause.] And that, sir, is only the comenterprise of the American peomencement of it. Its agricultural wealth ple everywhere with such ease and productions are nothing compared and facility where the workmen may to the mineral wealth lying hidden now be fed by railway communication—

everywhere with such ease in the mountains of that region. Why, where all their wants can be so easily sir, to speak of the political necessity, supplied-imagine, if you can, the imsome men have talked about the disun- mense wealth that will be developed alion of these states. I never was one most instantly when the railway reaches who believed in that, because I have those regions, and then doubt, if you never seen where the Almighty had can, the ability of this nation to enercted a barrier sufficient to divide our counter any debt whatever. [Applause.] nation into parts [Applause.] You And another thing occurs to me that I may look to the Gulf of Mexico, and to have no doubt will take place the moall our extreme southern boundary; you ment this great thoroughfare reaches the may traverse that line up to Canada, and Pacific ocean; the whole course of trade even there you will find no adequate and commerce will be changed by which boundary. [Great applause.] You may all nations, ancient and modern, have go west from the Atlantic ocean, travers sought the great and rich countries China and India secessionist nor disunionist can go over now, and they will find-for self-interest the ground and designate the line where governs all these things, whatever the disunion could possibly take place. [Ap- pride of nations may dictate—it will not divert the course of trade from its easisible, and with a genial people, homo- est channels, and when you have diverted geneous in all their sentiments, their the course of trade through our republic. habits, their education, all, as it were, all that Europe uses of the spices, teas. one family, for any man to suppose that and silks of the east will come through there is anything that can finally rend this chaunel, here by you, the people of them asunder, is utterly preposterous. Chicago. [Applause.] I tell you, sir, I mean to the crest of the Rocky Mountains, for there, in my judgement, is the right to be proud of what you have done. for you are revolutionizing the commerce of the world. I do not know that any man can now form a judgment of the exceeding importance of this great work; but I am glad, sir, that it has fallen to my lot to support it before the nation, to by the same class of people, still, sir, I give my voice and influence in its behalf.

might fear that ambition might conceive [Applause.] I am glad, sir, that it the idea that beyond the Rocky Moun-stands recorded there that, through good report and through evil report, I stood oughfares that connect the interests of this great republic with one another. The gentleman alluded to that great international work, the water communication between here and the east, almost as enterprising people of Chicago to bring

company from oxe point to another with-

lay, was a work that required brains as

human ingenuity could give, and I be-

nees were dancing their wild dances, the

great excursion, that men could do.

any ready made facts you may possess! Were you not the originator of the Union Pacific? ORGANIZATION AT G. F. T.'S HOUSE. G. F. T .- Yes, the whole programme was made over my table at 156 Madison avenue! October 1863 Dix was elected president! Cisco, treasurer with 30 directors! These thirty formed an excutive committee of seven! These seven appointed a contracting committee of How much her cold reception cost. three! [Dix, Bushnell and Durant.] Had citizens then held faith in me, transcends probably what most men This trinity made a contract with one Rail terminus would have made town free; Two hundred thousand paid Freemont, think of it. If you are not to be the first city of this continent, you will never [Hoxie!] From October 29, '63 to May Stone, Isaac, McDonell, Ewing, Font. have but two rivals-San Francisco, on 25, 1869, Durant was vice-president greatness with you, and New York has And everything else! Hoxie's proposi-Placed Kansas road in Hallett's hands. quite a number of the excursionists gether this day infinitely stronger than left for the east, going by stage and the Chicago & Northwestern will of Therefore air L do have to all deep the control of the executive committee.

You may and New York has tion to build the first one hundred miles got to run fast to get out of your way. You may was accepted by the executive committee.

You may was accepted by the executive committee. September 23, 1864! Ten days after With Phelps and my father-in-law, 147 miles were added! Hoxie assigned That road was built at early day, the contract to a syndicate of Durant, before she had the population and wealth their capital, their thought and their that you have to-day. Look at her his. McComb, Bushnell, Lombard and Gray labor on this great enterprise. And as tory, and then at all this you have made [All U. P. directors except Gray]. The up since I visited this, then barren spot, contract was divided into sixteen hunthirty-two years ago, and certainly neithdred one thousand dollar shares, or parts greatest degree of admiration. As the are slow to perceive the great advantages of shares, \$1,600,000; Durant taking of your location; and what I have seen \$600,000! McComb \$100,000. Balance slow to appropriate all the advantages

among my friends. [Ameses, Lombard, Griswold, Gray, Macy, McCormick, you possess. No people of this country Holliday, Nickerson, Butlers, Baker, the Ameri- Monell, Williams, Glidden, Bardwell, Steadman, Dexter, Hazard.] These last came in later. To get \$50,000 taken I hawked the contract through Moses Taylor, Garrison, the Careys., Weston of Philadelphia Enquirer, told me he and Gray, Vanderbilt, W. P. Furniss, Simon Cameron, Upton, Forbes, Thayer, Jay Cooke. A. A. Lowe, Dunham and Diamond, Grinnell and Minturn, Charles A. Marshal, Addison Jerome, Duncan Clews, Eber Francis, Boardman, Appleton, Tom Harper and the leading millionaires of St. Louis, Chicago, New

THE CREDIT MOBILIER. Reporter-As you organized Credit Mobilier! planted Terminus at Omaha! Rocky Mountains, how happens it, Mr. out the least confusion or the least de- Train, that you never gave public true well as generosity. Their arrangements inwardness of this celebrated enter-were all perfect, and the enjoyment of prise? G. F. T .- Because it did not interest When Citizen Dana bombarded

the excursionists was as great as it was possible that it could be made by all that me! Credit Mobilier statesmen, he placed a lieve there is not a man among them but page of the Sun at my disposal, if I would feels to day, in his heart, gratitude for tell the story! But I was too much indred miles west of this place, into the very heart and centre of the continent, I may also say, sir, that we took away account when C. A. D. was being used out there, among the Pawnees, and as stool-pigeon by "old Cyphergram," as he is now!) to comply with his request! as fast as a man could walk. Indeed I brought face to face with barbarism, did not know at one time if we should be almost the entire instrumentalities of Besides, he wanted fraud, and there was

MOBILIER STOCK. Reporter-Was there really any Fraud, Mr. Train, in this Union Pacific Credit Mobilier affair?

G. F. T .- Fraud? No! There never of the scene. The spectacle was a novel was so honest a transaction! As I made and a gratifying one, and I doubt if, in nearly every brick in the building, I the history of these times, which amaze ought to know if they were made of straw! and surprise men, there has been any. The fact is the shrewdest capitalists had faith in the speculation! Ask Macy? Guion? Ben Halliday? McCormick? and thing more surprising than took place on those remote plains. With the printthe American capitalists if it was not my we might in a moment communicate psychology that magnetized those who with our friends at home from that disinvested their stamps? Moses Taylor, tant region among the yells of the aborg-ines. For one, I enjoyed it more than dence! Ask Stokes and Thorn! if I did I can express, and my gratitude to the gentleman who invited me to participate fore election, if he would take \$100,in this great occasion is more than I can | 000? Ask A. A. Lowe if he too did not express. To the people of Chicago, to refuse my offer? Ask Stokes (Phelps, the mayor of the city and its officials Dodge & Co.) if he did not decline \$50,-Dodge & Co.) if he did not decline \$50,generally, I also wish to return my most 000 of this wonderful bonanza? and Chitsincere thanks for their abundant hospitenden and Jay Cooke? Ask any of the talities. They have done all to promote long list of names who declined affair as "crazy speculation" to attempt, with so small subsidy, such mammoth enterprise? Nobody had faith! (Such mer-crat, and was credit to the party! I am tion on New York Stock Exchange, he our pleasure, and make interesting this "I am thankful that I am enabled to return my thanks thus publicly to all chants and bankers preserve letters! who have contributed to our enjoyment, Let them publish mine in 1864!) I and with this expression will detain you no longer, as there are to follow me gentlemen who are much better able to deergy and prodigal expenditure of money. scribe the scenes through which we have oad would not have been built to this Dr. John Hall, of New York city, has only missed two Sundays from sickness during the sixteen years of his American ministry.

labor got the stamps!

Bankers wouldn't bank Bankers wouldn't bank! No confidence in Credit Mobiller. Union Pacific up-hill work. Millionaires gave it wide berth. Omaha could not grasp it! New York too small to see it.
Augustus Kountz lost a great chance.

This life narative of the best known ssociation on the globe is so different from its reputation. Train-My financial plans subsequently adopted in building 40,000 miles of rail.

MOSES TAYLOR ASKED TO JOIN, Reporter-Did you say the great captalists had no faith in the speculation? G. F. T.-Not a particle! I wrote a core of old banking friends to join us, in letters like this to Moses Taylor, after Train? building the first section:

OMAHA, January, 1866. Holocaust of Wealth---The Union Dear Moses Taylor: Forty miles road open Twenty more in February! Hundred on time! Then two hundred a year! In five years will join Central Pacific coming this way at Ore-Tis an immense national enterprise and the speculation is an individual bonanza' Will you join me with \$100,000 (one-sixteenth contract on inside ring? You lost the presi-dency when I offered it to you the day before election, through lack of faith! Don't lose this contract (gold mine) through a similar Interesting Chapter of Inside History lack of confidence! See Lowe! Stokes! Sloan! Phelps! and ask if I shall save them a share in the most creditable, national and profitable enterprise affoat! Answer immediately, G. F. T.

Last Sunday afternoon the special correspondent of THE BEE called upon The Boston men also got letters of this tenor. My first remittance on contract George Francis Train at the Ashland house, Madison square, and handed him

Boston, 1864. My Dear Train: Enclosed is check for \$50,-000 - half to my credit, balance to Williams on Pacific contract! Can't you spare me \$25,000 for Prince Grinell, who is a Prince of a
fellow. WM. T. GLIDDEN,

Nat Thayer was too disgusted because Call on George Francis Train, Ashland Brooks out of directory to speak to me. collections of fact, location Pacific terminus at John Elliott Thayer was the man who Omaha, incidental with breaking ground suggested that my share in firm of Enoch. twenty years ago, December 2d, Also brief outline, organization and work Credit Mobidemoralized me on custom house matters. lier, and Credet Foncier. Want matter next I smuggled his silver banquet service Friday sure, Telegraph whether we can ashore in the Ocean Monarch; but I did not know any better then!

THE IRON KING. How few are aware, except "the argonauts," that Citizen Train is on record in typed speeches as pioneer of our whole railway system west of the Missouri as well as western Iowa. - [ED. BEE.

Train, when quality is at premium. I Oh, yes! I, who land from old France, understand Mr. Rosewater's enterprise. Of "prairie teams" in "rail advance! In dozen states I manned the scheme He wants to take the edge of all other He wants to take the edge of all other In dozen states I mapped the scheme papers on the anniversary of the opening That built the roads to change the scene. two decades ago. So I will take down Ask Nebraska who first laid town, as much as you are willing to pencil and Their iron rails from town to town

Ask Colorado—Denver men, If they ever heard rail the name of Train? Ask Kansas who first built their rail From Wyandotta through "Pawnee vale?" My "sixty thousand dollar check" Saved St. Louis railway men from wreck!

> Hallett was bankrupt and my cash Saved Kansas Pacific railway crash. "Ed Learned" tried to steal the road, But had not force to wield the load. 'Canada Ross," and Carter, too, In Kansas tried to put on the screw. Leavenworth knows now, to her cost,

On Pottawottamie Indian lands,

To open up the harvest day.

FOUNDER OF CREDIT MOBILIER. Reporter-And is it true, Mr. Train, that the Credit Mobilier was solely your

own creating? G. F. T.-Yes! I paid Myers, surveyor of Philadelphia, and Hall (inspector) \$20,000 (\$5,000 cash down and \$15,000 in stock) for old Duff Green's Pennsylvania Fiscal agency! Having just arrived from the old world, where I saw Periere's great bank (in Place Vendome, which developed French industry), I paid Hall \$500 to give those old Dutchmen at Harrisburg to change name to Credit Mobilier of America. (W. H. Harding, could have done the business for \$50!) I sold this charter to Durant, March 3, 1864, for \$50,000 in Credit Mobilier stock! (The name was changed by legislature March 26, 1864.) To show how little faith one of the shrewdest men in New York, my father-in-law, George T. M. Davis, had in the Credit Mobilier, he sold my stock, much to my disgust, and his when he saw the dividends (as trus-York, Boston, Philadelphia and Pitts- tee), for eighty cents on the dollar! This settles the swindle idea! Nobody had! faith in the Union Pacific as a safe speculation! (or my father-in-law would not have sold what I knew was so valuable ury! Yes! Durant deserves the credit at twenty per cent discount! a clear loss of \$200,000!) This was where psychovision was ahead of Wall street! Gould owes what I put into Durant's hands! But unless the U. P. pay me my million commissions, the road some day will be in receiver's charge! When I want stamps for peanut picnics with these little people on Madison Square I

OAKES AMES AND BROOKS.

may make Rome howl!

Reporter: Did Oakes Ames act on the square?

G. F. T .- Yes! Brooks and Oaker Ames had the whole swill pail of Credit Mobilier Colfaxism slopped over their heads! Both of the congressmen were fair and square! They paid us their checks like men! (Dana does them a terrible injustice! But he thinks he is right! He is not the man to be outright! He fired at Ames to hit Garfieldism!] The reason Brooks held up in congress so exultingly the Nelson Credit Mobilier certificate was because he paid cash for it like a man! (Nelson's marriage with Brooks' daughter was arranged at my houses!) The reason Oakes Ames showed his memorandum book was because the entries there were not bogus! (No legislature or congress was ever elected without direct or indirect use of money. Why lie about it it?

Party is based on spoils. Partisans depend on stamps for votes. Every senator, congressman and legislator is out of pocket in election expenses! Even Kearney's reform convention spent \$200,000 more than the appropriation! In drinks! The system is wrong and should be abol-

Ves! It killed poor Brooks, who was glad to wipe off the sta'n of Credit Mo- was thinking out the highway across the worked on Durant six months before I it as capitalist, not as lobyist or bribist, hooked him, and, but for his terrible en- and that I could not have beat the dishonest Thad Stevens strikers without ganizing financial machinery of Pacific him! The bill, as I said, was saved by day! It was the crowning act of the greenback age! It was built of American iron; a noble tribute to American industry! It employed American labor me at my twenty plate banquet at Wil-tained) and the company was created

on its roadway and its outfit! Irish lard's! The two hardest men I had to fight were Holman (Dana's letter-pad candidate) and Washburn Yes! this was time referred to when I beat Belmont and made him postpone Chicago convention 1864 from July 4th to August 29th. Some day I will show how Rothschild put up McClellan to elect Lincoln! as Seymour was launched to elect Grant! Greely to re elect him! and Tilden to count in Hayes! as Hancock was put up to elect Garfield. All democrats expect, (like Harriman, when Rowell and Ennis coached him to get share of syndicate gate money.

> GARFIELD AND CREDIT MORILIER. Reporter.-Did you really offer General Garfield Credit Mobilier stock, Mr.

G. F. T .- No, his memory is at fault. never mentioned Credit Mobilier to him, had no occasion for his service in congress. Could not in any way use his legislative influence! he connects another transaction that took place in 1865, three years before Ames memorandum book. My conversation was on Credit Foncier, another financial institution of which I was and am president, and William P. Furniss, Augustus Kountze, Oakes ames, William H. Macy and Charles McAlister, directors, to develope lands

along Pacific Railway. Wishing leading men of nation in enterprise, I offered Garfield thousand dollar share at par, which he declined, because he had no means to buy it, and did not wish to came from my two decade friend, Wm. have his name down unless he could pay when called upon. This shows that he evidently committed himself by mistaking Credit Foncier for Credit Mobi-

Reporter. - So you exonerate Garfield? G. F.T.-Yes, Garfield continually made this mistake. I have the following turned him and Michigan Central extract from Garfield's speech at Warren Ohio, in 1864;

In the winter of 1867, Mr. Train came to me and showed me a list of names and sub-Train & Co., in 1852, should be not less scribers to the stock of the Credit Mobilier than \$15,000! He was the only man that company, and asked me to subscribe \$1,000. I should say their were fifteen or twenty members of congress on the list, and many more prominent business men. He said that the company was going to buy lands along the line of the Pacific railroad at places where they thought there would cities and villages grow up and develope, and he had no doubt that the growth of the country would make that investment double itself in a very short time. Deacon Richard Smith, in the Cincin-

nati Gazette, of the same date. like my friend, Dana, was also on the wrong scent. He says: "When the company was first formed, George Francis Train, then active in it, came to Washington and exhibited a list of subscribers, of leading capitalists, and some members of congress, to the stock of the company. The subscription was described as a popular one of \$1,000 cash. Train urged General Garfield to subscribe on two occasions, and each time he declined." you see Garfield mixes up Credit Foncies with Credit Mobilier, to his own confusion, and this sets him right on the record. Yes, Simon Cameron, Forney, Senators Allison, Pomeroy, and Harlan were all subscribers. John Sherman is also co-partner. The one hundred names were all men of mark, and when Garfield's work for solid coin wrecked everybody, I gave up speculation and let resumption swamp the men who made it. The black mark I made against Garfield can be made against both parties. I would abolish coin, while he would abolish greenbacks. But, as greenback platform is stronger than specie payment if possible, than democratic or republican, the people get their throat cut no matter stention from ballot box.

OMAHA AND TRAIN. Reporter-Then you don't take all the credit, Mr. Train, in building the world's

highway between the oceans? G. F. T.—Oh, no! I am willing to divide honors! Durant could not have built it without me, nor I without Durant! Nor either of us without Brooks in congress! Nor Ames among banks! Casement with his ten miles day tracklaying! Or, more important, the army of Irish laborers at one end and Chinamen at other! (After such work, why should Chinese go? They did more than all the Kearneys! all the anti-Chinese connections combined to iron continent and save Pacific states to the union.) Each played his part! No! New York will please stand aside! Boston raised the first money! After the wheels were oiled, New York, at usurious rates, kept up oil supply! In 1865 I saved company's notes from protest by loaning Union Pacific \$50,000! (See my check on city bank!) Yes! Durant was as much in debted to Ames as Ames to Durant in building road! One of his telegrams read, alluding to cash drafts on Boston to pay labor, "Durant draws like a

No! the bulk of stamps when days were darkest came from the Ames treas which Gould, who stole the road after it was built, now gets! His history? This is what I said in 1866:

jackass!

DURANT, PACIFIC RAILWAY KING.

Bern about time Napoleon died at Helena! Educated a physician early in life, he left medical college for counting house at New York! Twenty years ago he was building steam-boats! shipping flour to England! controlling New York corn market! and giving orders to Baring Brothers & Co., to sweep the market of all breadstuffs there! The speculation would have paid enormously, but for exile of Louis Phillip and advent of Bonaparte! That French revolution in 1848 upset many a man's calculations! But the Durants were too strong to be capsized by change of dynasty of France! From steam-boats and produce markets he went into railway building mania! His first experience was pushing along the Bureau Valley and Rock Island road from Chicago to Davenport, and Missouri and Mississippi! from Davenport to Des Moines! only a step towards his great Pacific enterprise, the line from Chicago to Platte Valley! When he visited Omaha ten years ago

t was the incipient idea that developed on such a grand scale! Has Omaha forgotten that memorable toast given him at the Herndon?

COUNCIL BLUFFS AND OMARA-TWIN SIS TERS-The one to be terminus of railroad from Atlantic, the other from Pacific! May their increase and prosperity never be retarded by failure to make connections!

When he was connected with Rock Island Company, Engineer Dodge, now Major-General, was sent out to make survey! From year to year since the project has been watched! When he billier affair by saying that he came into continent! When he was busy in 1864 in commencing to open up the great Iron Mountains of the Adirondacks he was or-Railway. In 1859 General Curtis found