

BUILDING A RAILWAY.

How the Utah Northern Came to be Located and Constructed.

BOISE BARRACKS, January 24, 1885.— Soon after my arrival in Montana in 1875, I wrote some letters to the Chicago Tribune, describing the territory, its vast interests, resources and advantages. These letters were seen by a gentleman in the employ of the Union Pacific railroad, Mr. E. F. Test, a man of intelligence, and he wrote to me about them. He said: "The trade of Montana is one of vast and growing proportions and is principally fed by the East and is reached by but two principal and available channels, one of which is accessible but a short time during the year. These are the Missouri river to Benton and the Union Pacific to Ogden, from Ogden thence northward by the regular Montana Stage Route to Helena, Virginia City and Bozeman. * * * Will you not with this affection for Omaha, her people and her interests, advocate as you know how the benefits of a northern route to Montana via Ogden and Omaha. It were presumptuous in me to suggest the benefits that perforce must accrue to Omaha from this route being opened and a good substantial road made thereon, so I will leave the request with you, feeling that it will suggest to your mind the vast good that a little prompt work can do for Omaha.

* * * We are working to no disadvantage for the present and if persistent efforts backed by a logical array of irresistible facts can impress the minds of the people then Omaha will lead all her competitors in the race for this rich prize."

It was in accordance with Mr. Test's request I addressed myself seriously to the task of advocating the building of the Utah & Northern railroad. Mr. Test called the attention of the U. P. officials constantly to what I was saying about Montana and a northern route from Ogden, and soon Sidney Dillon and Jay Gould took up the matter. I was asked for a report and made it, and it received full consideration. Then Mr. Gould made a proposition to the people of Montana that if they would secure to the builders \$1,500,000 8 per cent bonds he (Gould) would construct a narrow gauge railroad 300 miles long, from Franklin, Utah, to mouth of Big Hole river, and begin the work within 60 days after the deposit of the bonds in New York. I thought the proposition defective in that it did not propose to build the road to some other point than the mouth of Big Hole, Gaffney's, Helena, or the bank of the Missouri river. The proposition, amended by adding \$5,000 per mile for the difference in distance between Big Hole and one of the other points named, should have been accepted. I have always believed

it to be the policy of Montana to foster the building of the Utah Northern road.

The proposition to subsidize the road did not pass; the people of Montana did not want a railroad bad enough to give anything for it. I wonder what they would take today and have the track of the Utah & Northern torn up and the road removed from Ogden to Butte?

After the failure of the subsidy we went to work to see if we could not get some one to build the road for the profit there was in it. Many contended that it would not pay, but I believed it would pay 8 per cent per annum on the capital invested. At last the U. P. began advancing the track north from Franklin; they never put a dollar into the road; it paid its own way and the northern end was built entirely out of the profits derived from operating the eastern end. What a magnificent speculation the building of this road would have been to a few private gentlemen. I saw it, but alas, I didn't have the money. Who would not like to own the Utah & Northern today. Even Jay Gould or Vanderbilt would feel their purses sensibly made heavier by its proprietorship.

And Eagle Rock, the very centre of this great road; well may she be proud of her future prospects. When I came over from Montana last summer with my troops I could not believe my eyes when I saw the city. Where I had camped on a barren plain only a few years before stood hotels, lines of stores and acres of handsome residences. I had to march three miles from my old camping ground to get a place to pitch my tents. It is all very wonderful, surely, and judging the future by the past, we hardly can estimate what is likely to occur in this West of ours in the way of development and improvement in the next five years, to say nothing of what may be done in ten years.— James S. Brisbin, in Omaha Herald, Wednesday, January 28, 1885.

CHILDISHNESS. Childishness is the fault found with Americans at present by everybody outside of our own nationality, and by many, many persons within it. Whenever thoughtful and far-seeing Americans get together to talk over our troubles and suggest plans of relief the comment and complaint is invariably the same: "*Our people are so childish. They will not see; they will not heed; they will not act. And when they do see and are ready to heed, it will be too late to act.*"

Childishness implies ignorance and lack of good judgment; in the face of what has happened lately can the epithet be considered undeserved?

The whole affair with Spain was childish from the beginning. There was the impulsive sympathy with the op-

pressed Cubans, as shown in Fancy Bazaars, where young ladies exhibited themselves in the insurgent colors and flirted with the romantic looking refugees whose business it was to fan this sentimental zeal into active war. There was the absurd position of the great body of the clergy, professing to preach the gospel of peace and good-will and really urging on the people to robbery and murder. For it is robbery to take forcible possession of lands which Spain had no authority to sell, and it is murder to kill the Filipinos, who would never have threatened nor harmed us in any way.

There was the de Lome episode; the disgraceful theft of a private letter and the shameless publication of its contents for the purpose of inflaming the public mind; the opinions of a foreign official, expressed in confidence to a personal friend, made into a national grievance to soothe the wounded vanity of the president and gratify the brag and bluster of indignant citizens; two nations threatened with all the calamities of war, because the ruler of one had been privately criticised by the envoy of the other. Could childish recklessness go farther than this?

There was the mad outcry for revenge upon the destroyers of the Maine, those destroyers being assumed to be the Spaniards; although it was plain to every unprejudiced mind that the deed was in direct opposition to the wishes and endeavors and interests of the Spaniards, and was probably the work of some Cuban insurgent who trusted to the childishness of the Americans to force their decision through that catastrophe.

What followed on our side after the declaration of war was characterized by the same astounding levity of conduct. The rankest favoritism, the most sickening subserviency to the demands of the rich and influential and would-be "aristocratic" individuals and families was displayed by the president in the appointment of officers of volunteers, and those young sprigs pranced before the admiring gaze of feminine relatives and friends in all the glory which epaulets, swords and sashes could bestow upon them. The enterprise seemed to be considered as an immense picnic, which must be made brilliant by fine dress, and romantic through the addition of "cow-boys," "rough-riders" and other anomalies of New World methods of conquest.

The sequel was what might have been expected. Insufficient supplies, unhealthy locations, unaccustomed hardships, created disease and caused the unnecessary sacrifice of hundreds of lives; the military and naval successes were the natural and almost unavoidable result of attacks made by a strong power against a weak one; there was no real reason for the insane joy and ever-