OMAHA DAILY BEE --- SATURDAY, DECEMBER 1, 1883.

frequent intervals.

The following waa

with others.]

MAYOR KENNEDY'S SPEECH:

GREAT EPOCH The Breaking of Ground for the First Railway Across the Continent Twenty Years Ago.

The Inauguration of the Union Pacific on the Banks of the Missouri in 1863.

A Memorable Day at Omaha-George Francis Train Makes The Speech of His Life.

Andrew J. Poppleton Delivers an Eloquent and Patriotic Address.

The Building of the Road, the Early Struggles of the Projectors and Final Triumph.

Pass.

The Most Gigantic Enterprise of Modern Times Completed in Six Years.

An Excursion to the End of the Track, and the Speech of Senator Wade.

The Celebration of the Completion of the Road at Promontory Point and Omaha.

A Vast Amount of Interesting Data Bearing on the Construction of the Great Highway.

For two hund red years after the first shipload of Englishmen landed upon North American soil at Jamestown, in Virginia, the greater half of the continent west of the Mussissippi remained as much an unknown land as was central Africa before the explorations of Livingstone and Stanley.

Seventy years ago an expedition to explore this unknown region was fitted out ber of distinguished gentlemen from under President Jefferson. The explore various portions of the United States under President Jefferson. The explorers, Captains Lewis and Clarke, crossed the Mississippi somewhere near St. Louis Pacific road by way of the Platte valley and ascended the Missouri river with and South Pass. The visiting party conboats cordeled by hand.

On August 3 1804, they reached a point about nineteen miles above Omaha, near the present site of Fort Calhoun, where they held a council with the recommendation to congress that such a Indians, and named the spot Council reasonable grant of land and other aid be Bluffs. ontributed as would prove a sufficient Explorations of the country between inducement to build the road, and they the Missouri river and the Pacific slope also recommended the Platte valley route. The project of a Pacific railroad were made by various army officers, and was agitated at every session of the in 1842 Lieut. John C. Fremont led the Nebraska territorial legislature, and it first expedition to explore the country became one of the most cherished hopes from the Missouri river to the Rocky of this new country. During the session of the thirty-sixth mountains on the line of the Kansas and congress a Pacific railroad committee was Great Platte rivers. In 1845 he appointed, and on the 20th of January, 1ed another expedition across the Rocky 1858, the committee, through Senator mountains and the Sierra Nevadas to the Gwin, of California, reported a bill which proposed to locate the eastern Pacific coast. The preliminary expediterminus road at some point between the tions, which were followed by the migra-Big Sioux and Kansas rivers. The bill tion of the Mormons into Utah during provided for the donation of alternate the years that succeeded the annexation sections of land on each side of the road, and \$12,500 per mile, the same to be adof California, led to the establishment of vanced, upon the completion of every 25 the overland stage route and pony exmiles, until \$25,000,000 should press. In 1861 congress chartered the reached; the amounts thus advanced to Pacific telegraph, of which Edward be returned in mail service and trans-Creighton of O.naha, was the chief proportation of men and munitions of war: 5 per cent of the stock to be issued; the jector and builder, and who, upon its President of the United States to receive completion, July 4th, 1862, located its bids and locate the road. The bill, however, was killed in the senate. Another terminus in Onaha. The Pacific telegraph was the forerunner of the Pacific railway. While the Pacific telegraph was under construction, the Paoific railwoad bill was penling in congress, and better results. only four days bafore the electric spark flashed across the continent in one continuous circuit, the Pacific railroad act was signed by President Lincoln.

great lines of commutafeation with the Mississippi valley and the west are made up of parts originally having little refer-ence to each other. Indeed, the American amounted to 12,000.000 acres or to 12,000.000 acres or to n, Governor Saunders, George Francis up of parts original, y naving little refer-ence to each other. Indeed, the America grant amounted to 12,000.000 acres or can roads, especially in the west, have been gradually called into existence to been gradually called into existence to supply a r sed they themselves have side of the road, and along its entire general superintendent of the United the weakest, the poorest and the lowliest created, and which did not in the beg n- length.

ning exist. The Baltimore & Ohio and, at a later date, the Pennsylvania roads An amendatory act directed that a eral stage agent at Omaha. meeting should be held in Chicago on the connecting the Ohio with Baltimore and first Tuesday of September, 1862, the object being to complete the organization omitted the prayer for the President of Philadelphia, the Mobile & thio, con-

necting that river with the Gulf of Mexi- and the opening of books of subscription the United States, the reason being that to the capital stock. The meeting was Mr. Lemon was a strong democrat. He accordingly held, Gen Curtis, of Iowa, has since changed his politics, and is now The necessity of connecting newly-developed Pacific states with the older presiding, and Robert Finney, of Penn- a radical republican. The first earth was removed by G ver-uor Saunders and Mayor B. E. B. Kensylvania, and J. R. Robinson, of Calibody gave rise to the most extended system of reconnoissance and survey through fornis, acting as secretaries. There were a vast expanse of mountain-chain and desert, as the plains were called, for the The permanent organization of the connedy, of Omaha, and Mayor Palmer, of determination of practicable routes, and tinally to the rapid construction of the most remarkable through line of railway and H. V. Poor, of New York, as secre-

tary. The great project was thoroughly in the world In 1850 discussed, and a committee of thirteen THE FIRST PACIFIC RAILTOAD BILL

was introduced into congress by Senator Benton, of Miasouri. The project of a With the officers. Pacific railroad, however, had been dis-THE FORMAL ORGANIZATION cussed at times for several years before of this national enterprise was projected Senator Benton introduced the initial on the 29th of October, 1863, in the city bill. The idea was not original with him, of New York. A board of directors was and it is safe to say that the idea was suggested to him by his son-in law, John C. Fremont, the great American path-finder, whose early explorations across the continent are matters of well-known history, who in 1842 explored the South Davis, A. G. Jerome, August Belmont, C. G. C. Fremont, the great American path-finder, whose early explored the South beam of New York. A board of directors was elected, and two government directors were appointed, as follows: George C. J. C. Durant, the great American path-finder, whose early explored the South Davis, A. G. Jerome, August Belmont, C. G. C. J. T. M.

Then followed several other ex- L. C. Clark, Charles Tuttle, Henry V. peditions through the vast west, and he Poor, and George Griswold, New York surveyed a route for a great road from city; J. V. L. Pruyn, Albany; E. H. the Mississippi to San Francisco. After Rosekrans, Glenn's Falls; A. A. Lowe, the close of the war of the rebellion he San Francisco; W. B. Ogden, and J. F. occupied himself to a great extent in for- Tracy, Chicago; Nathaniel Thayer and C. warding the interests of a southern trans- A. Lambard, Boston; C. S. Bushnell,

continental railway. Incidentally it night be mentioned that had not the war of the rebellion occurred the first trans-Ebenezer Cook and John E Henry, continental railway would very likely Davenport; H. T. McConeb, Wilminghave been by a southern route, probably ton, Del.; Augustus Kountze, Omaha; starting from St. Louis. In 1851, Hon. S John I. Blair, New Jersey; S. C. Pomeroy, Kansas; John A. Dix, president; T. Butler King submitted a plan which was universally approved. It was to the C. Durant, vice president; John J. effect that the government should guar-Cisco, treasurer; and Henry V. Poor, antee to any company or persons who would undertake and complete the road secretary.

THE NEXT STEP a net dividend of 5 per cent for fifty or was the selection of the eastern terminus one hundred years; the road to be con-structed under the supervision of an enof the road. At this time Omaha had no ailroad whatever, but there were three gineer appointed by the government, the lines being built across the state of Iowa cost of the road not to exceed a certain owards this point. The Burlington & sum, and the guarantee not to begin until Missouri, now the Chicago, Burlington & the road was completed and equipped for operation. In 1853 54 nine routes were Quincy, was in operation for one hundred miles westward from Burlington. surveyed across the continent on various The Mississippi & Missouri, now the parallels, under the supervision of Jefferson Davis, then secretary of war With Grinnell. The Chi ago, Iowa & Nebras-Chicago & Rock Island, had reached each returning session of congress the benefits and peculiarities of these several western, was running to Marshallroutes were submitted, and the results town. Owing partly to the favor-able location of Omaha, which were summarized In the interests of the extreme southern line. Finally it was was the objective point of the above demonstrated that the route along the roads, it was decid d to make this city north side of the Platte river was the the initial point of the Union Pacific most practicable. In June 1857, a numrailroad, and on Wednesday morning, December 2, 1863, Peter A Day, the visited Omaha and conferred with parties New York announcing that the President chief engineer, received a telegram from having in view the construction of the of the United States had fixed the initial point of the road on the "western boundary of the state of Iowa, opposite Omaha, sisted of Col. Orr, of South Carolina; Gen. Robinson, John Covode, and Mr. and directing him to formally break ground This was an important piece of ground. This was an important piece of Bradshaw, of Pennsylvania; Judge Barnews for Omaha, and the citizens deter ber, of Wisconsin; Col. Curtis, of Iowa; mined to inaugurate the work of the Mr. Hosmer, of Ohio; Mr. Pierce, of Union Pacific railroad on that very day,

Indiana, and others. They united in a and appropriately celebrate the event. TWENTY YEARS AGO.

full hearts and bounding pulses we may

The exercises were opened with prayer by the Rev T. B. Lemon, who renew the strain. "Great God, we thank Thee for this goodly

home, This bounteous birth-land of the free, This boundous birth-land of the free, Where wonders from afar may come And breath the air of liberty; Still may is flowers untrampled spring, Its harvest wave and cities rise – And long 'o'll time shall fold his wing, Remain earth's loveliest paradise." Incide tall y we are reminded that Mr

Poppleton's connection with the Union Jouncel Bluffs, assisted by Augustus Pacific as its attorney began a few days Kountze, Engineer Day, George Francia before he delivered the above speech Train, Dr. Atchison, and others. Guns were fired, and deafening cheers arose at the breaking of the ground, and he has continued in the service of the com from the assemblage. One brass sixpany ever since, being now its general pounder was stationed on the Nebraska attorney, and is the only general officer bank of the Missouri river, and another who has continued with the road from the was located on the opposite bank, and day that the first spade of dirt was turned during the exercises they were fired at over until the present time.

be a toady.

July apeech:

[Laughter.]

in this part of the world.

America is a congress of nations.

SPEECH OF JUDGE LARIMER.

Governor Saunders made the first speech. He then read a message from Col. John Hay, private secre-tary to President Lincoln. Mayor Ladies and Gentlemen: The heavens are verberating around us and above us from cannon planted on either shore of the river near by which divides the state Kennedy next spoke; and read a dispatch of Iowa from your territory, but they from Mayor Opdyke, o' New York. are not deluging the soil with the blood of fellow countrymen. No, it is another

cause in which they are speaking; it is Mr. President and Fellow Citizens: the cause of progress, of civilization, of old in my hand a telegram from the peace, and this, the day we celebrate, is

Hon. John A. Dix, president of the great one of its days of triumph. Union Pacific R alroad company, and it Although I have thought and hoped becomes my pleasurable duty to read it with you for years for the consummation to you on this important occasion. [The of the event we are here to day to celelispatch will be found below together brate, and with which the interests of

the people of Omaha and Council Bluffs Fellow Citizens: I see you are all elat have ever been so intimately identified ed and buoyant. I see an expression of yet it has remained until this day and gladness in your countenances and an aphour a subject of which we could not parent relief from the awful suspense speak with any degree of cortainty. But which has overshadowed you for the past it is said that the president, as he was few months; but it requires no great efauthorized to do, has designated this as fort to divine this great and sudden a point, and that here on the banks of change. The breaking of ground and the inauguration of the great Union Pathat turbid stream which rolls at our feet-which takes its source thousands ific railway have just taken place here, of miles above us, when it is so small

in front of your infant city. This is a that a single ox would drink it dry of a momentous occasion. It is an epoch in summer's day-is to be the crossing of that great national thoroughfare which is gratulate you that this great national eato unite and bind together with bands terprise is entered upon, and that upon this second day of December, 1863, this of iron the Atlantic and Pacific, we look upon this as an event in the history of bond of union is inaugurated-the iron this country and of our people as worthy belt that is to unite the East with the of comemoration. As yet this is a West, and the North with the South sparsely settled country, but with all the through all coming time. elements for the creation of agricultural Speeches were also made by Dr. G. C. wealth, which is the basis upon which all Monell and Hon. A. J. Poppleton, of Omaha, A. V. Larmer, of Council of the road, expect a large accession in others rest, we may now, by the location Bluffs, George B Lake, George Francis numbers. With such a country as we Train, and others, all being instened to have here, with such a future as there is

with a great deal of interest. before it, the odious relations of land-HON A J. POPPLETON'S SPEECH. lord and tenant, which is only another Fellow citizens of Omaha and Counname for that of master and slave, now cil Bluffs: On the 13th of Ostober, existing in the older states, will be placed 1854, about 7 o'clock in the evening, 1 in process of gradual extinction. Here was set down by the Western Stage com- is the great northwest-the seat of empany at yonder city of Council Bluffs. pire and the land of imperial power-

The Pacific railroad is the nation and At the rising of the sun on the following the poor man of the east may come, the nation is the Pacific railway. Lamorning, I climbed to the summit of one possess and enjoy a spot of this green bor and capital shake hands to day. of the bluffs, which overlook that pros- earth that he may call his own, and no lion and the lamb sleep together. The perous and enterprising town, and took thirds or halves be exacted from his representatives of labor are all around me long and lingering look across the store. And they will come as others me in the west. The representatives of Missouri at the beautiful site on which have come before them, for there is said to capital are in the east. The two united aow sets in the full vigor of business, be a principal in man which has ever immark the era of progress. Steam, gas social and religious life, the youthful pelled him toward the setting sun It was but thriving and this day jubilant city of said to have been this that took the patri-

ternity and Equality of the people. Omaha. Early in the day I crossed the arens of old to the land of the Mediterriver, and along a narrow path cut by ranean, inpelled Paul toseek Rome, Aug-is only the Frenchman's motome stalwart man through the tall rank | usting the land of the Briton; nor was it [Laughter.] The world is to. prairie grass, I wended ny way in search lost sight of when Columbus planted the the rampage. Events are earth-quakes now. Two things are likely to f the postoffice. At length I found an banner of the cross in the new world, old pioneer seated apparently in solitary nor when the Mayflower cast anchor in happen about the time this railroad is rumination upon a piece of hewn timber, the harbor of Piymouth. It has brought completed. Two passengers - both Amerand I inquired of him for the postoflice. you and me to the beautiful and fertile icans-take a special car over the route. He replied that he was the postmaster, prairies of the west, and with our coun-One goes out as Punjaub of Mexico, the and would examine the office for my let- try once more at peace with the world other as emperor of China. [Cheers and ters. Thereupon he removed from his and with itself-for every star on that laughter] ber 1st. 1863, that the Union Pacific head a har, to say the least of it, some- emblem of our nationality which floats America has built 40,000 miles of railyonder a state, and every state a starroad for the same money that England from its cavernous depths the coveted will bring thousands more to sojourn paid for her 10,000. Now congress passes letters. On that day the wolves and the with us. a bill making the capital stock of the Of the president of the United States company one hundred millions. That broken on the next day. This report of the soil, and the entire postal system I would say that if many of his acts have would have built the Great Eastern, the not given the same satisfaction that we Thames tunnel, the tubular bridge, the may to-day feel for the part he has taken crystal palace, the mosque of Omok, Diin the location of the road, it would be ana of the Ephesians, [laughter,] the charitable to say that in other matters pyramids, (if they used an American enhe may not have had such consultation gine in hoisting the stone.) and Pompey's and advisers as our friend Mr. Dey, who pillar. [Laughter and cheers.] Congress miles from the city, and property in and penetrating regions then unexplored and ran the line of our propose 1 Pacific railgives something toward building this unknown and bearing the symbols of road, making this a terminus. great national thoroughfare-not much. Ladies and gentlemen, for calling upon but something; say a loan of government beneath the streams, of which the world me accept my thanks for the honor you credit for 30 years, for \$16,000 amile and Francis Train would be in Omaha to in its wildest vagacies had never dreamed sought to confer on your neighboring Then it took sixty days for New York cary, Council Bluffs. that in these times? Read statistics of and California to communicate with each George Francis Train, the great other. To-day San Francisco and New enthusiast, made a stirring and York, sitting upon the shores of the oceans, witty speech, which was greatly what they did when the bill was signed. I have statistics that show those facts: Cost of eight New England roads, 1,112 3,000 miles asunder, hold familiar converse. enjoyed by the audience. miles, \$35,000 per mile; cost of eight Iron and steam and lightning are daily his speech he predicted that the Union weaving their destinies more closely with Pacific railroad would be completed bemiddle states roads, 4,120 miles, \$42,500 per mile; cost of 14 western roads, 4,483 each other and ours with theirs, as the fore the year 1870. This was considered miles, \$37,000 per mile. These were inter-oceanic city, whose commerce, trade a little too extravagant, and caused conwere built before the inflation of the cur and treasures leave the last great navisiderable laughter, but his prediction rency. The last great road built, the Atgable stream in their migration from the came true. The following was lantic & Great Western, the middle link Atlantic to the Pacific seaboard. It is MR. TRAIN'S SPEECH: of the great broad-gauge track that covnatural, therefore, that you should lift I have no telegraphic dispatches to ers half a continent, cost \$16,000 per up your hearts and rejoice. And though read, no sentiments to recite. The offi- mile These figures prove that congress cial business is over, and as I happen to ought to add the increased price of labor we have watched for nine long years, during which our fortunes have been, be lying around loose in this part of the and material to the grant. The iron alone like Antonio's treasures, "mostly in excountry [laughter] at this particular time, costs \$10,000 per mile, and the rolling pectancy," we at last press the cup in it gives me a chance to meet some of the stock, ties, &c., \$6,000 more, leaving The lines have full fruition to our lips. ive men of Nebraska at the inaugura- nothing for grading, bridges and stations. indeed "fallen to us in pleasant places," tion of the grandest enterprise under Fortunately, however, no one opposes and, as I look upon the smiling faces be God, the world has ever witnessed. [Ap- the enterprise, however divided on other fore me, I seem to read in their happy plause.] points No party could live in opposiexpression the words of the pious poet: America is the stage, the world is the audience of to day. While one act of the drama represents the booming of My idea is that the shares, \$1,000, are This is the day we long have sought. And mourned because we found it not." the cannon on the Rapidan, the Cumber- too high. They should be reduced to All this, however, is but the personal land and the Rio Grande, sounding the \$100, and subscriptions should be opened significance of this great national enterdeath knell of rebellious war, the next in every town of 500 inhabitants. Let prise to us. To us it means prosperity. Fo the nation and all its people it bears scone records the b oming of cannon on the laboring man have one share; make both sides of the Missouri to celebrate it the people's road in reality. Thousignificance well expressed in a telegram the grandest work of peace that ever at- sands would subscribe if the shares were received from Governor Yates, of Illinois. which I am requested to read. [The telattracted the energies of man. The reduced in price. [Applause.] Would great Pacific railway is commenced, and you not recommend congress to do this? if you knew the man who has hold of the [Yes] Well, congress will shortly be in egram is published in another place.] I esteem myself fortunate in their be affair as well as I do, no doubt would ever ession, and now is your time to act, for ing allowed to give expression to this conarise as to its speedy completion. The 100 miles of road must be opened by course, the greeting of the state of Iili president shows his good judgment in next fail, for I am told that 10,000 work nois, through its chief executive officer cating the road where the Almighty men will be at it in midsummer. [Loud In this hour of sanguinary struggles, when that great and union-loving state, placed the signal station, at the entrance applause] Already the engineers are in a garden sevenhundrad miles in length the mountains and the geologists are through that most trusted fortunate chieftain, Gen Ulysses S. Grant, is hurland twenty broad. [Applause] probing for the precious metals. Go in Look at the force of nature hereing its victorious sons into the very vitals to Creighton's office and see the one hunof the so-called confederacy, she still finds study the map and point out, if you can, dred and fifty pounds of gold a miner time to turn aside for one brief moment another place for the contral station of sent him from Idaho yesterday. [Apthe world's highway. plause] If I have spoken more than five The enterprise is national. 'Fis the work upon which we now enter. minutes it is your fault. [Cries of go on, people's road No party politics dare go on !] The ladies command, I obey, obtrude their obnoxious features into As Webster said at Bunker Hill, "When When those iron bands with which w hope to gird the continent shall stratch from sea to sea, they stand perpetual this organization. The directory is the the ladies take hold of the stones the fixed the hour for the ceremonies at 2 hostages against the terrible calamities of agent of the government in carrying out monument will rise." [Laughter] Go clock in the afternoon. It was a pleas national estrangement, disruption and the wishes of the nation. Four thous forth then, and carry out the scriptural ant day, the sun shining brightly and the dismemberment. The act of congress and years ago the pyramids were started, injunction, ever multiply and make the but they aimply represent the vanity of secession wilderness blossom like the estab ishing this great enterprise, should man. The Chinese wall was grand in conunion rose. In an age like ours, this ception, but built only to break the tide should be a standing toast with all good and of invasion. The imperial canal was gi- union men: The Indies, may they be and gantic, but how limited all these things united-to a man. [Loud applause and appear in comparison to an enterprise laughter.] Immigration will soon pour into these that joins together thirty four states and Ten millions of emigrants will There is not on all the Mississippi dozen territories. [Applause] valleys. Before the first century of the nation's settle in this golden land in 20 years. If birth, we may see in the Now York depot I had not lost all my energy, some strange Pacific railway notice. "European passingers for Japan will please take the night team the fact is I have come too for the strangers for the fact is I have come too for the strangers for the fact is I have come too for the strangers for the fact is I have come too for the strangers for the fact is I have come too for the strangers for the fact is I have come too for the strangers for the fact is I have come too for the strangers for the fact is I have come too for the strangers Passenger for China this way. African and Asiatic freight must be country. [Laughter] However, if While in congress, when opportunity distinct y marked: For Pekin via Sua the pose know I was out here I believe offered, I urged its necessity, and it is Standing here, at the initiation of this France soo " [Laughter and applause.] "'Ere ten years go by," said one of

Black and Caspian seas, the water over-

flowed Syria and the ark grounded, but prison. [Loud laughter.] Stand high

That America possesses the biggest up on the summit of this continent and head and the finest quantity of brain in you will see when the grand deluge the phrenelogy of nations. [Applause.] covered the world. One wave made the That Humanity, a puking babe in Asia, Rocky mountains and then the Allea lazy school boy in Europe, came here ghanies, leaving one thousand miles of to America to air its magnificent man live feet prairie soil to raise corn for the hood. [Applause.] That Industry came starving world. [Applause.] One por-out of Egypt, then a tidal wave of timegiving law from Rome; more centuries, Missouri and the Mississippi to the sea, and Art springs from France; later Com- and another by way of the St. Lawrence, merce sails from England, while America the Atlantic ocean deposing those inland was reserved to combine all the good of seas of fresh water, Lakes Michigan, the past-Industry, Law, Art, Com- Huron, Superior, Ontario and Erie. merce, with the grander mission of rep-resenting the grand Pacific railway idea boundless prairie, expressly for the track

of progress. [Applause.] America is twenty-one years of age. She should discharge the wet nurse. stock idea. As sure as the rainbow is the autograph of God, the Union must I despise a toady. Let us build up a and shall be preserved. [Applause. mother country of our own. Let the Man has made these great lines of rail cry go out-"Down with England and way to run east and west, but God, up with America!" [Loud cheers.] thinking man might blunder, was His When they spoke of our national debt own topographical engineer, and took the thinking man might blunder, was His asked them what right England had to precaution to build the mountains and monopolize the entire national debt of the rivers north and south; and what God the world. [Laughter.] I told them has put together let no ambitious ple-Deo volcate that one of these days we bian in the north or rebel traitor in the would roll up a national debt that would south dare to tear asunder. [Loud

make them ashamed of themselves, cheers] [Loud laughter and applause.] And Upon the conclusion of Mr. Train's while upon this point I may mention that speech the crowd dispersed, being well the Pacific railway is but another name satisfied with the afternoon's proceedings, for a monster national prospecting party an account of which was telegraphed to to open up the mines of the mountains One day a dispatch will come in, "We Rosewater.

In the evening the city was brilliantly have tapped a copper mine ten miles square:" another day, "We have just opened another vein of coal;" later on, BANOUET AND BALL

BANQUET AND BALL

We struck another iron mountain this took place at the Herndon house, which morning;" when, Eureka! a telegram has since become the headquarters of the electrifies the speculators in Wall street. Union Pacific. There were in attendance and gold draps below par: [Laughter.] and gold dreps below part [Languerer] about 75 couples. Supply and about 7 man, about five feet ten inches in height noment this is done I shall hasten to of rather corpulent build, blue eyes, Mr. Chase, to have him take possession prominent nose, and dark curly hair, of the government, organize a mining streaked here and there with gray. He bureau, and arrange his plans to pay off bureau, and arrange his plans to pay off the national debt without laying taxes upon the shoulders of the people flowed. His talk impressed his hearers as being upon the shoulders of the people. [Loud rather extravagant, but it was pleasant applause] Mr. Chase's broad grasp of finance will seize at once the vitality of Dispatches of congratulation and encour the idea. He will be pleased to learn that his greenbacks are as good as gold in this part of the world ver, and from Governor Stanford of Cali fornia, and also from Hon. William H Seward, Governor Yates of Illinois, and The other prominent men. Thus ended the 2d of December, 1863, one of the most important and eventful days in the his-

tory of Omaha and Nebraska. THE DISPATCHES

and electricity are the Liberty, Fra- which were received and read on that day were as follows:

> FROM MAJOR-GENERAL JOHN A. DIX. NEW YORK, December 1. To Committee of Arrangements of the Union Pacific TON:

Already late dates from the Chinese doubt in looking at the geological peri-waters reach the European markets via to n of this prairie land, that America was the Rocky mountains, and in 1870 teas the old world when Europe, Asia and and silks will follow in the same way. Africa were merely islands that dotted England laughs at this. So she laughs the castern seas. The deluge theory of at our rebellion. England is not, never Asia Minor is absurd. They cut a little has been, and never will be the friend of channel in ancient times between Asia America. Let England remain a bully, but God forbid that America continue to

Here are a few stock points with which in our time Noah could not get command have always interlarded my Fourth of of a one horse gun boat, or a military

The twentieth anniversary of the breaking of ground at Omaha for the first railway across the continent occurs on the 2d of December, 1883.

That day marks an important epoch not only in the history of Omaha, but also in the history of the United States and the entire North American continent. The BEE celebrates this anniversary by presenting an extended account of the exercises that took place on that day twenty years ago, in Omaha. We also publish a brief history of the gigantic undertaking, which has so materially developed the western country and caused a revolution in the commerce of the world.

THE PIRST STEAM BAILBOADS.

The first steam railroad in the world was the Darlington & Steckton, in England, a distance of 37 miles, completed in 1825, and the first successful locomotive was the Rocket.

The first railroad in the United States was the Baltimore & Ohio, work on tions of the north, the south being then which was begun on the 4th of July, 1828. To Peter Cooper was due the construction of the first American loco-motive, which was built for the Balti-Dailey, brother of Hon. William Dailey, more & Ohio, to show that steam might of Peru, Nebraska, was the Nebraska be adapted to curved reads. A trip made delegate in congress, and he it was who to Ellicott's Mills, drawing an open car had the name of Augustus Kountze infilled with the directors and others, was serted in the original charter, Mr the first land-journey, by steam in Kountze afterwards becoming one of the

America. merica. Batween the years 1828 and 1833, in addition to the persons above named the addition to the Baltimore several other bill provided for the appointment of five roads were started, among the number commissioners; also for the laying our being the Baltimore & Susquehauna, the and constructing a continuous railroad Camden & Amboy, the New Castle & and telegraph line from a point on the Frenchtown, the Hudson & Mohawk, the 100th meridian between the Charleston & Augusts, the Boston & river and the north margin of the Platte Providence, and the Boston & Lowell. valley in the territory of Nebraska to the These were the pioneer railroads of the western boundary of Nevada; and for the United States. There was but little amount of the capital stock; for the apforesight of a great future connecting pointment of commissioners and other included in the masurement of the first aword. So will this highway of the world system; these roads were generally pro- officers; the election of directors; right of twenty miles. For this first mile, as he the common bo n of every citizen, to jected to supply an immediate necessity way; donations of alternate sections, ex- well as for every mile, the Union Pacific be cherished and defended with special -to fill up a gap in an otherwise easily available line of transit. And even now it may be said that in general our present consecutive address and the issue and pay. A stage-coach belonging to the West.

Big Day in Omaha-Breaking Ground for the Union Pacific-

Memorable Speech of George Francis Train.

It was rumored on Tuesday, Decemrailroad had been located by President what veteran in appearance, and drew Lincoln to start at Omaha, opposite Council Bluffs, and that ground would be Omahas were the almost undisputed lords stirred up considerable excitement. It was conducted in the crown of this venwas the cause of a big rush on that day faces gladden our streets, and the postal to the United States land office to secure service sheltered by a costly edifice, land near Omaha. Parties were unable, stikes its Briarian arms towards the however, to obtain land nearer than 16 north, the south, the east and the west, around the city took a very sudden rise. values then hidden in the mountains and Among other reports was one that George speak at the inaugural of the Union effort was made at the session of 1859-60, Pacific.

be

forwarded to Washington.

the senate for concurrence.

deed, by the name, style and title of

when a new bill was introduced by Mr. People waited with great anxiety for Curtis, of Iowa, which met with more the confirmation of the rumors, and favorable consideration, but with no when on the next day, Wednesday, D. ember 2d, the telegram was received On the evening of January 29th, 1859, ordering Engineer Dey to break ground a meeting of citizens of Omaha was held at Omaha for the Union Pacific railroad in Pioneer block, at which a memorial great excitement and enthusiasm prewas adopted which had been prepared at vailed throughou; the city, which then contained a population of less than 5.000

a previous meeting by a committee con-sisting of William A. Gwyer, G. C. Mon nhabitanta ell and A. D. Jones. This memorial was It was an event to be celebrated in no rdinary manner. It was to be the lay-Thus the matter rested until February ing of the corner-stone of the grandest 5th, 1862, when Mr. Rollins, of Missouri,

structure of the age a structure which by unanimous consent, introduced a bill should unite the Atlantic and Pacificto aid in constructing a railroad and tele the east and the west-which would do graph line from the Missouri river to the more to develop the resources of the Pacific ocean, and it was referred to the country than all other agencies combined. Pacific railroad committee. It was suband become the great transcontinental stanlially the same as that introduced by highway for the transportation of the Gen. Curtis at the previous session. On po plo and merchandise of the various

May 6th, 1862, the bill, with various nations of the earth. It is safe to say, amendments, was passed by the house by however, that not all the people of a vote of 79 to 49, and was then sent to Omaha had unbounded faith in the enterprise, but there were some who had Decisive action was delayed until June the utmost confidence in its eventual suc-20th, when by a vote of 35 to 5, the bill cess, but none believed that it would be was adopted and sent back to the house completed in so remarkably a short time The bill, as amended by the senate, was as it was. The celebration, although althen adopted by the house by a vote of

most entirely impromptu, was partici-101 to 21. The bill was approved July paud in by a large crowd of the citizens 1, 1862, when it became a law. The bill of Omaha, and it proved an enthusiastic provided among other things that quite a large number of persons, whose names were given, should be created into a SUCCOSS. The following committee of arrangements was appointed in loss than an

body corporate and politic, in law and hour after the receipt of the telegram: Augustus Kountze, Enos Lowe, John

THE UNION PACIFIC RAILROAD COMPANY. McCormick, A. J. Hanscom, B. F. Lishbaugh, A. J. Poppleton, John I. Redick, Ezra Millard, E. Esterbrook, E. B. Tay-The persons named were from all acclor, George M Mills, W. F. Sapp, Jease in rebellion. Those from Nebraska were Lowe, O. P. Hurford, Edward Creighton, and wish us G id speed in this wonderful J. J. Brown, and George B. Lake. Mr. J. Hanscom was appointed president of the day. The com nittee hastily arranged a programma of exercises, and thermometer indicating 46 above zero. TAt the hour named a crowd of about have been easitled "An act to promote 1,000 people assembled and marched the preservation of the Union, to down to the place where the ground was prevent national dissolution, to be formally broken. This spot was bind 'together the Atlantic and near the ferry landing and the "old tele- Pacific coasts by an indissoluble covegraph poles," not far from the point nant, to resist and repel foreign aggreswhere the water works are now located. sion." Republican This initial point of the Union Pacific and its tributaries, a citizen so craven but has long since been washed away by the that were the free navigation of that no-Missouri river, together with about one ble stream, from its source to its mouth, alle of the first track laid, which was denied him, he would achieve it with the

The inauguration of the Union Pacific cailroad, the great enterprise of the Western Hemisphere, whether considered in reference to its commercial importance or its influence as a bond of union, is to push on to completion with all the rapidity which a command of means will permit, and I congratulate those who are to be present at breaking ground on the early commencement of the work.

JOHN A. DIX. FROM PRESIDENT LINCOLN.

NEW YORK, December 2, 1863. Jommittee of Arrangements, etc. To Major General Dix:

GENERAL-I have not been permitted until to-day to present to the president your communication of the 23rd of No. vember. He directs me to express his deep regret that his illness will prevent him from giving expression to the profound interest he feels in the success of 20,000,000 acres of land. But what is a work so vast and beneficial as that which you are about to inaugurate.

I have the honor to be, Your obedient servant, JOHN HAY. Assistant Private Secretary. FROM MAYOR OFDYKE. MAYOR'S OFFICE, NEW YORK, December 1, 1863.

Committee of Arrangements, Union Pacifi Ralfroad:

May this the greatest work over projected in any age or country, prove a lasting bond of political and commercial union between the Atlantic and Pacifie states. Very respectfully, Your obedient servant,

GRORGE OPDYKE. Mayor.

FROM SECRETARY SEWARD. STATE DEPARTMENT.

WASHINGTON, Nov. 24, 1863. Committee of Arrangements-To General John A. Dix, President of the Union Pacifie Railroad, New York:

My DEAR SIE-Your kind note invit ing me to attend the ceremony of breaking ground for the Union Pacific railroad in Nebraska has just been received. For the first time, as I think. since the foundation of the government the foreign relations of the country occapy the attention of this department so constantly that its head is often obliged to forego customary good offices and courtosics toward loyal citizens, who are engaged in developing the resources of the country and establishing its domestic in terests. For this reason I can reply to your invitation only very hastily and very briefly. Of course I cannot go to Ne brasks and therefore I must decline. With your brave help and that of your armed companions on sea and land, hope we shall soon put down this wretched and wicked insurrection against the Union. With one half of our capitalists and our free and loyal laboring men the Union Pacific railroad can, and I hope will, be extended to the Pacific ocean. When this shall have been done, socession will be rendered forever afterwards impracticable. There will be no fulcrups for the lover of treason to rest upon.

Faithfully Yours, WILLIAM H. SEWARD. FROM GOVERNOR VATES.

ST. NICHOLAS HOTEL, NEW YORK, December 1, 1863.

Committee of Arrangements Union Pacific railroad. To Mayor General John A. Dia. railcoad. To Mayor General John A. D. president of the Union Pacific railroad or pany:

Sm-I have regarded the enterprise of building the Union Pacific railroad as day am the best played-out man in the of the utmost national importance. he would send me a commission to es-tablish a Catholic colonisation society on the building of the road, so long delayed