

conversant with his business, persevering, energetic, faithful to trust, upright in his relations with his fellow-men, *success is sure*.

In person, Mr. Dillon is tall, exceedingly well built, and combines suavity of manner with great promptness of decision in action. He was married in 1841, and has two daughters. His residence is in the city of New York.

### Union Pacific Railroad.

Official Headquarters, Railroad Building,  
Omaha, Neb., and 44 Equitable  
Building, Boston, Mass.

SIDNEY DILLON,.....	President,.....	New York.
ELISHA ATKINS,.....	Vice-President.....	Boston.
E. H. ROLLINS,.....	Sec. and Treas.,.....	"
S. H. H. CLARK,.....	Gen'l Sup't,.....	Omaha.
J. T. CLARK,.....	Asst. Gen'l Sup't,.....	"
J. W. GANNETT,.....	Auditor,.....	"
N. SHELTON,.....	Cashier,.....	"
T. E. SICKLES,.....	Chief Engineer,.....	"
LEAVITT BURNHAM,.....	Land Commissioner,.....	"
J. J. DICKEY,.....	Sup't Telegraph,.....	"
E. P. VINING,.....	Gen'l Freight Agent,.....	"
THOS. L. KIMBALL, G. P. & T. Agent,...		"
F. KNOWLAND, General Eastern Agent,		
	287 BROADWAY, NEW YORK.	
W. C. THOMPSON, Gen'l Agent for New England,		
	BOSTON, MASS.	

Though but little faith was at first felt in the successful completion of this great railway, no one, at the present day, can fail to appreciate the enterprise which characterized the progress and final completion of this road, its immense value to the Government, our own people, and the world at large.

By the act of 1862, the time for the completion of the road was specified. The utmost limit was July 1, 1876.

The first contract for construction was made in August, 1863, but various conflicting interests connected with the location of the line delayed its progress, and it was not until the 5th day of November, 1865, that the ceremony of breaking ground was enacted at a point on the Missouri River, near Omaha, Neb.

The enthusiast, Mr. Train, in his speech on the occasion of breaking ground, said the road would be completed in five years, Old Foggy could not yet understand Young America, and, as usual, he was ridiculed for the remark, classed as a dreamer and visionary enthusiast; the greater portion of the people believing that the limited time would find the road unfinished. But it was completed in *three years, six months, and ten days*.

Most Americans are familiar with the history of the road, yet but few are aware of the vast amount of labor performed in obtaining the material with which to construct the first portion. There was no railroad nearer Omaha than 150 miles eastward, and over this space all the material purchased in the Eastern cities had to be transported by freight-teams at ruinous prices. The laborers were, in most cases, transported to the railroad by the same route and means. Even the engine, of 70 horse power, which drives the machinery at the company's works at Omaha, was conveyed in wagons from Des Moines, Iowa, that being the only available means of transportation at the time.

For five hundred miles west of Omaha the country was bare of lumber save a limited supply of cottonwood on the islands in and along the Platte River, wholly unfit for railroad purposes. East of the river, the same aspect was presented, so that the company were compelled to purchase ties cut in Michigan, Pennsylvania, and New York, which cost, delivered at Omaha, \$2.50 per tie.

Omaha, at that time, 1863, contained less than 3,000 population, mostly a trading people, and the railroad company were compelled to create, as it were, almost everything. Shops must be built, forges erected, all the machinery for successful work must be placed in position, before much progress could be made with the work. This was accomplished as speedily as circumstances would permit, and by January, 1866, 40 miles of road had been constructed, which increased to 265 miles during the year; and in 1867, 285 miles more were added, making a total of 550 miles on January 1, 1868. From that time forward the work was prosecuted with greatly increased energy, and on May 10, 1869, the road met the Central Pacific railroad at Promontory Point, Utah Territory—the last 534 miles having been built in a little more than fifteen months; being an average of nearly one and one-fifth mile per day.

By arrangements with the Central Pacific Railroad Company, the Union in 1870 relinquished to the Central 46 miles of road, and again in 1875, another strip of 6 miles, leaving the entire length of the Union, 1,032 miles, and its junction with the Central at Ogden, Utah.

For SNOW DIFFICULTIES, see ANNEX No. 13.