

In the cars belonging to each line, a sumptuous repast was served up to the invited guests. Then, as the sun sank low towards the western summit of Promontory Point, the long trains moved away with parting salutes from the locomotives, and the celebration was ended, the participants speeding away to their far distant homes, and so closed the eventful day on Promontory Point.

For sketch of Great Salt Lake, see ANNEX No. 21.

For Hudnut's Survey of route to Oregon, see ANNEX No. 28.

We now resume our westward journey from Promontory. Four miles west (near a gravel track on the north side) can be seen close to the road, on the *south side*, a sign-board, which reads,

"TEN MILES OF TRACK IN ONE DAY."

Again, on the same side, ten miles further west, another with the same inscription will appear. These boards mark the track which was laid by the track layers of the Central Pacific company in *one day*, under the immediate charge of J. H. Strowbridge, Superintendent of Construction, H. H. Minkler, track layer, and James Campbell, Superintendent of Division. This undoubtedly is the most extraordinary feat of the kind ever accomplished in this or any other country.

**WHY IT WAS DONE**—During the building of the road, a great rivalry existed between the two companies as to which could lay the most track in one day. This rivalry commenced early in the year 1868. The "Union" laying six miles; soon after the "Central" laid seven miles, and then again the "Union" seven and a half miles. The "Central" men, not to be outdone, announced that they could lay ten miles in one day. Mr. Durant, Vice-President of the "Union" offered to bet \$10,000 that it could not be done, and the "Central" resolved it *should* be done. Consequently, on the 29th day of April, 1869, when only fourteen miles of track remained to be laid to meet the "Union" at Promontory Point, and in the presence of Governor Stanford and many prominent men from the East and West, and a committee from the "Union" to note the progress, the work commenced.

**HOW IT WAS DONE**—When the car loaded with rails came to the end of the track, the two outer rails on either side were seized with iron nippers, hauled for-

ward off the car, and laid on the ties by four men who attended exclusively to this. Over these rails the car was pushed forward, and the process repeated. Behind these men came a gang of men who half-drove the spikes and screwed on the fish-plates. At a short interval behind these came a gang of Chinamen, who drove home the spikes already inserted and added the rest. Behind these came a second squad of Chinamen, two deep on each side of the track. The inner men had shovels, the outer ones picks. Together, they ballasted the track. The average rate of speed at which all these processes were carried on was one minute and  $47\frac{1}{2}$  seconds to every 240 feet of track laid down.

**MATERIAL REQUIRED**—Those unacquainted with the enormous amount of material required to build ten miles of railroad can learn something from the following figures: It requires 25,800 cross ties, 3,520 iron rails, 55,000 spikes, 7,040 fish-plates, and 14,080 bolts, the whole weighing 4,362,000 lbs. This material is required for a *single* track, exclusive of "turnouts."

To bring this material forward and place it in position, over 4,000 men, and hundreds of cars and wagons were employed. The discipline acquired in the four years since the commencement of the road enabled the force to begin at the usual time in the morning, calm and unexcited, and march steadily on to "VICTORY," as the place where they rested at 1:30 P. M. was called, having laid *eight miles of track in six hours*. Here this great "Central" army must be fed, but Campbell was equal to the requirements. The camp and water train was brought up at the proper moment, and the whole force took dinner, including many distinguished guests. After the "*hour nooning*," the army was again on the march, and at precisely 7 P. M. *10 miles and 200 feet had been completed*.

When this was done, the "Union" Committee expressed their satisfaction and returned to their camp, and Campbell sprang upon the engine and ran it over the ten miles of track in *forty minutes*, thus demonstrating that the work was *well done*.

Soon after leaving Promontory, the grade of the road descends, and 7.93 miles we reach

**Rosel**—situated almost on the edge of Salt Lake. It is an unimportant station, where passenger trains never stop, unless signaled. A few miles further, and we pass the sign-board where commenced the