



“LET EVERY STEP BE AN ADVANCE.”

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### The Trans-Continental.

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W. R. STEELE, Editor.

#### UNION PACIFIC AND CENTRAL PACIFIC RAILROADS.

There are many who read our little sheet at home who will feel interested in the following items, which we gather from the *Trans-Continental Railroad Guide*:

“The government grant of lands to the national highway was every alternate section of land for 20 miles on each side of the road, or 20 sections equaling 12,800 acres for each mile of the road. By the company’s table, the road as completed, is 1,774 miles long. This would give the company 22,707,200 acres, divided as follows: Union Pacific, 13,875,200; Central Pacific, 8,832,000.

“In addition to the grant of lands and right of way, Government agreed to issue its thirty year six per cent. bonds in aid of the work, graduated as follows: for the plains portion of the road, \$16,000 per mile; for the next most difficult portion, \$32,000 per mile; for the mountainous portion, \$48,000 per mile.

“The Union Pacific R. R. Co. built 526 miles for which they received \$16,000 per mile; 408 miles at \$32,000 per mile; 150 miles at \$48,000 per mile, making a total of \$28,456,000.

“The Central Pacific R. R. Co. built 12 miles at \$16,000 per mile; 522 miles at \$32,000 per mile; 156 miles at \$48,000 per mile, making a total of \$24,386,000.

“The total subsidies for both roads amount to \$52,840,000. Government also guaranteed the interest on the Companies’ first mortgage bonds to an equal amount.

“We give a few figures showing approximately, what the road cost, and the amount of material used. In the construction of the whole line there were used about 300,000 tons of iron rails; 1,700,000 fish plates; 6,800,000 bolts; 6,126,375 cross-ties; 23,505,500 spikes.

“Besides this there was used an incalculable amount of sawed lumber, boards for building, timber for trestles, bridges, &c. Estimating the cost of the road complete by that of the other first-class roads (\$105,000 per mile), and we have the sum of \$181,650,000 as the approximate cost of the work.

“To give the traveler some idea of the amount of rolling stock required to operate a road of this magnitude, we give the numbers of the cars of all kinds, and locomotives, now in use.”

Locomotives.....	319
Passenger Cars.....	163
Emigrant and Second Class Cars...	88
Pullman Sleeping Cars.....	22
Silver Palace Sleeping Cars.....	20
Mail and Express Cars.....	45
Caboose Cars.....	88
Baggage Cars.....	34
Box Cars.....	2,566
Flat Cars.....	2,765
Hand Cars.....	421
Dump Cars.....	142
Section Cars.....	109
Iron Cars.....	50
Coal Cars.....	231
Bridge Cars.....	12
Gravel Cars.....	20
Derrick Cars.....	2
Wrecking Cars.....	1
Rubber Cars.....	13
Powder Cars.....	2
Water Tank Cars.....	4
Cook Car.....	1
Pay Cars.....	2
Officer’s Cars.....	2
President’s Car.....	1
	7,123

#### OMAHA.

“Omaha is situated on the western bank of the Missouri river, on a sloping upland, about fifty feet above high-water mark. It is the present terminus of the U. P. R. R. Co., and a thriving, growing

city of from 20,000 to 25,000 inhabitants. The state capitol was first located here, but was removed to Lincoln City in 1868. In 1854 a few squatters located here, among whom was A. D. Jones, now one of the ‘solid’ men of the place. In the fall of that year he received the appointment of postmaster for the place, which as yet had no post-office. As Mr. Jones was one of the most accommodating of men, he improvised a post office by using the crown of his hat for that purpose. When the postmaster met one of his few neighbors, if there was a letter for him, off came the hat from the postmaster’s head while he fished out the missive and placed it in the hands of its owner. The battered hat post office has given place to a large first-class post office commensurate with the future growth of the city. It is now the distributing post office, and employs six clerks beside the assistant postmaster.

“The inaugurating of the U. P. R. R., gave it an onward impetus, and since then the growth of the city has been almost unparalleled. There are many evidences of continued prosperity and future greatness.

“The *Omaha Herald*, daily, *Republican* daily, *Western Journal of Commerce* daily, *Nebraska State Journal*, *The Agriculturist* and the *Western World* are published here. There are two collegiate institutes and convent schools, seven private and six public schools in the city. There are also fifteen churches.

“Omaha has eleven hotels. There are twenty-nine manufactories, one distillery, and six breweries. The whole number of merchants who report sales of and over the value of \$25,000 for the year is eighty-five, twenty-five of whom are wholesale. The sales of these firms for the year ending May, 1869, foot up a total of \$8,800,000.”