



HON. LELAND STANFORD.

Among those who stand prominently before the American people, as instruments of progress; who have done much to minister to the greatness and development of the west coast; we turn instinctively to the name which heads our list. Governor Stanford, President of the Central Pacific railroad, is a man in the prime of life. He has filled and occupies many positions of great prominence and responsibility. He was born in the State of New York, but removed to California soon after the discovery of gold. Success in business soon rewarded his efforts, and when the Pacific R. R. bill first passed Congress, he had retired from trade, and held the honorable position of Governor of California. While applying himself closely to business, he is affable and kind hearted in private life

His subsequent association with Chas. Crocker 'Colis P. Huntington, Mark Hopkins, and Judge E. B. Crocker, his brother, and other men of great ability and undaunted energy, resulted in a determination to build a railroad by Dutch Flat, across the Sierra Nevada mountains, which should thereafter form a portion of the great trans-continental road. Discouragement seemed to face them on every side: yet they firmly resolved to build the road, and when they had once undertaken it they persistently persevered against great local opposition, which for a while seriously delayed their advance, and indeed rendered their success somewhat problematical. But with each discouragement and movement of their adversaries, their courage rose, and they were urged to greater effort, until finally the wheel of their success passed its culminating point.

Laborers were scarce and wages high; expenses were large, and legal injunctions retarded receipts; the outlook was decidedly unpropitious—but with a tenacity of purpose rarely equalled they embarked their entire means and determined to push through the road. As their trials were great in the beginning, so also was their success, when fortune smiled auspiciously. In the great race across the continent, marked administrative skill was displayed; and after the Central Pacific Railway, in its course Eastward, had reached the Valley of the Truckee, its advance was nearly ninety miles a month, until at Promontory, on the 10th of May, 1869, it united with the Union Pacific Railway, and through that road with the entire network of railways along the Atlantic Coast.

Charles Crocker, formerly Gen'l Supt. and now 2d Vice-President of this road, came across the plains to California in 1850. His trip occupied 83 days from the Missouri River to El Dorado County, Cal., a wonderful difference when compared to our delightful trip, accomplished with such ease and rapidity. He then gained practical information of great value. He was born in Troy, N. Y., and is 48 years of age; a person of marked energy and great good judgment, having been the executive officer in general charge of the army of construction throughout the time the road was being built.

In private intercourse he is jovial and free-hearted, but close in business matters, which concern the interest of the road. His attention is now principally occupied in directing its general affairs from his headquarters at Sacramento. In other departments, other officers have been, perhaps, equally efficient, but space

here forbids a more extended notice of them, than that welcome which we extend to California and all her public spirited men

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