

track to allow a train of thirty or forty cars laden with ties, rails, chairs, and spikes for the track, to pass. And then, we would meet a train laden with stone or other material for the foundations or superstructure of a distant bridge. Everything, and everybody seemed full of life and energy ; and all working to the same great end, and being directed by the same master mind.

#### TRIBUTE TO THOMAS C. DURANT.

No one who knows Mr. Thomas C. Durant, the Vice-President of the Union Pacific Railroad ; and has witnessed his entire devotion to this great enterprise, and the untiring energy which he has brought to bear in overcoming the many difficulties in its rapid construction, while acting as the principal executive officer of the Company, in the absence of the President, Gen. Dix (whose time, during the late war, was principally devoted to his duties in the army), will hesitate to award to him the highest honors, both as a railroad manager and public benefactor.

One year ago, not a mile of road had been accepted by the Government ; only twelve or fifteen miles had been laid west of Omaha ; and it was struggling along at the rate of from one-quarter to a half mile per day. To-day, two hundred and forty miles of track have been accepted by the Government. Some twelve or fifteen miles additional have been completed, and it is steadily progressing at the rate of from one and a half to two miles per day. Fourteen thousand and two hundred feet, or *two and seven-tenths miles*, have been laid in a single day.

One year ago, the foundations were commenced for the machine shops at the eastern terminus of the road. To-day, they are substantially completed, and in full opera-