

UNION PACIFIC RAILROAD. NATIONAL RAILROAD. HISTORY AND PROGRESS. OF THE UNION PACIFIC RAILROAD. RUNNING WEST FROM OMAHA. ACROSS THE CONTINENT. EIGHT HUNDRED MILES COMPLETE. CHARACTER OF THE WORK. A FIRST CLASS ROAD. TWO MILLIONS A YEAR SAVED TO THE GOVERNMENT.

On the 1st of July, 1862, an Act to aid in the construction of a Railroad and Telegraph Line from the Missouri river to the Pacific Ocean...

DETAILS OF THE GOVERNMENT GRANTS. The very liberal aid granted by the national charter is comprised under the following heads: 1. The Rights of Way and Material...

On the plain portion of the road, extending from Omaha to the base of the Rocky Mountains, 37 miles, at \$10,000 per mile, \$372,000. On the most difficult portion of the road, extending from the eastern base of the Rocky Mountains westerly, 150 miles, at the rate of \$48,000 per mile, 7,200,000.

On the remaining distance of 277 miles, towards the California State, at the rate of \$32,000 per mile. Estimating the distance to be 277 miles, this would leave a remainder of \$33,550,000 per mile, which is \$13,856,000.

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UNION PACIFIC RAILROAD. CHARACTER OF THE WORK. PARTIES HAVE SOMETIMES EXPRESSED A FEAR THAT A RAILROAD CONSTRUCTED SO RAPIDLY AS THE UNION PACIFIC MUST BE IMPERFECT...

Parties have sometimes expressed a fear that a railroad constructed so rapidly as the Union Pacific must be imperfect, and others, from various unworthy motives, have endeavored to disparage a work whose risks they were unwilling to share...

It must be borne in mind that when the building of this road was begun at Omaha that place had no railroad connections with the East, and hence all materials to be used in the construction of the new road could only be obtained at great disadvantage and extra cost...

It is not surprising that the boldest and most adventurous capitalists refused to furnish a large sum for an enterprise whose importance but few seemed to appreciate, and in which fewer yet were willing to risk their money...

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