

THE DAILY ENTERPRISE.

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Immediately following the demonstrations accompanying the reception of the four long trains of President Villard's golden spike party, the trains were backed, in succession, down upon the side tracks near the new round house and machine shops, where they remained for the night. Upon the early dawning of the morning there were presented around the railway yards and depots much stir and earnest preparations in making ready for the departure of our noted guests. Soon the stir within the cars betokened the early toilet duties which belong in common to a civilized community many curious eyes were turned toward the mountains and field glasses trained to search out some peculiarly interesting locality; in this the lingering snow upon the mountain peaks excited the most interest, especially among the German's who were evidently pleased, and as well, unusually early risers.

In a party such as this all are great and it is particularly hard to describe a thing without a comparison. The wealth of such men is so fabulous, their birth so noble and their greatness so great, our pen must pause; as it is with writers upon our much lauded "Wonderland" so with us; we are incapable of the task; of counts, baronets and lords there are an innumerable throng: of our judges generals and governors we could not count as they passed along. The day was evidently a railroad day and Henry Villard was king. This gentleman has done so much to guide the gigantic enterprise, launched over thirteen years ago, to a final era of prosperity and completion was found early dressed, and in company with two bosom friends wandering abroad among the business sections of Livingston.

Simultaneous with his, was the advent of the king of day, and thus, in calm and impassioned thought generated by this peculiarly cool, fresh and clear period of early morn he saw the beauty of our town, mountains, hills and valleys; the expressions of his face which portrayed his pleasure, were grand, his pleased eyes followed from "Old Baldy" over the "Gateway" and to Bozeman Pass while a few drops of rain fell—so peculiar to this latitude though the sun still continued to shine for they were natures tears of joy.

To Mr. Douglass in his drug store he remarked upon the rapid growth of the town and its substantial buildings assured him that a bright future was in store for Livingston and complimented our citizens upon the taste in decorating. The 44 cars were divided into four sections of eleven cars each with the title of sections, A B C and D. Section A was occupied by the N. P. R. B. Co. President Villard and his German friends under the immediate charge of J. T. Odell and consisted of two engines, and coaches as follows viz: baggage, N. Y. West Shore & Buffalo, B. & O. special "Delaware", dining, Pullman Syracuse, Wabash St. L. & P. special, "Missouri" Hannible & St. Jo., special "Lycoming" O. R. & N. Co., a sleeper and the Presidents car with only a monogram. The engines on this memorable train which led the van were No's 465 and 453 with Ed. Horn and Jas. Noland as engineers, Chas Hulett, conductor and F. H. Shipley in charge of baggage.

Section B. or General U. S. Grant's train and more particularly occupied by English guests, was made up of coaches as follows: baggage, N. Y. Penn. & Ohio; N. Y. Lake Erie & W. Union Pacific; Louisville Albany & Chicago special "Monon," P. W. & B. R. R. Pullman cars, "Minnewask" and Tuckeegee"; N. P. directors car, "Yellowstone"; Mr. Pullman's private car and Fred Billings private car, "Northern Adriondac". This train was hauled by engines No's 454, 248 and 136 with Chas. Ross, James Dempsy and Mr. Casey as engineers. Dell Dick conductor and J. E. Fitzsimmons in charge of Baggage.

The make up of sections C and D was of Pullman sleepers and dining cars with a few specials among which may be mentioned St. Paul, Minneapolis & Manitoba special "Northcote," special editor Railway Age and special Wisconsin Central, and principally occupied by representatives of the press and American guests under the congenial leadership of F. V. Smalley, cor-

respondent of the Century Magazine, who's articles on the west have created for him a warm place in the hearts of our people.

These sections were hauled by engines Nos. 112, 145, 162, 143, 149, 163, and driven by Engineers Geo. Blake, Casey, Pete, Kenneday, Smith, Loyd and Erwin, with Conductors P. Henry and P. Reynolds, and Baggage men J. R. Watters and P. Collings.

With the combined aid of three such powerful machines they majestically steamed away, leaving the valley of the Yellowstone river which they had followed for 342 miles to cross the highest point on the line of the N. P. Railroad.

The dining car conductors were as in order named W. O. Thomas, — Libbey, J. I. Shalles, M. Dimmore, E. W. Westlake, D. C. Ehrhart.

Among these important men with whom it has been a pleasure to mingle may be mentioned first Gen. Ulysses S. Grant, whose great fame in the military and political field has made his name so familiar, was personally known and recognized by very many of our citizens whose greeting was very warm and not a little demonstrative. "Old war horse" and "veteran" were titles freely indulged in.

Gov. Ordway, of Dakota, certainly loves the ludicrous or he would not have mentioned the fear of the German guests in coming to this "wilderness" which was only appeased by an assurance that the "savages" were under good subjection.

E. H. Talbot, editor of the Railway Age, appreciates the elk horns furnished by one of our citizens. Mr. Armstrong, the congenial U. S. R. R. commissioner Hon. S. Bethell secretary to the house of lords, England, is adding an American chapter to his intimate acquaintance with English agriculture. We will probably see him again.

Senator D. M. Sabin, of Minnesota and party. R. B. Langdon, the Canadian Pacific contractor; Col. R. F. Hersey, Thos. Lowery, of Minneapolis street cars; President Colby, of Wisconsin Central R. R.; Secretary Teller and Evarts and Lord Cavnaugh.

It was a very pleasant incident when the ex-president of the road, Fred. Billings, stepped out upon the vista platform of his car as it was fast receding, and gracefully waved us an adieu. He is accompanied by his son Fred.

Supt. S. R. Ainsley accompanied the party over his division from Glendive to Helena.

J. J. McLaughlin and his corps were in handsome uniform and made a very neat appearance.

The round house boys did the handsome in dressing their locomotives for the occasion and especially so No 292, which in its decorations bore the suggestive dates of 1870 and 1883.

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REFERENCES: A. O. Slaughter, Banker, Chicago; C. Livingston & Co., St. Paul; Citizens' Bank, Topeka, Kan.

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