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*The*  
*History of a Valley*

CACHE VALLEY,  
UTAH-IDAHO

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Cache Valley Centennial Commission

Logan, Utah

1956

## VIII

### RAILROAD BUILDING AND COOPERATIVES 1869-1879

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THE REVERSES SUFFERED by Cache Valley citizens, particularly in the field of agriculture, and the contributions expected of them to support the general church cooperative enterprises highlighted the need for some economic supplement which would enable the settlers to earn cash income with which to buy cattle, draft animals, machinery and equipment, and other supplies. There was also need of an income source with which to buy occasionally such consumer goods as women's clothing, tea and coffee, and books and magazines. Their progress in agriculture was too slow to enable them to produce a marketable surplus of commodities, and no exportable minerals were discovered here. But a series of fortunate events—at least fortunate from an economic point of view—occurred which made it possible for Cache Valley residents to earn money by freighting, marketing, and other activity.

#### PROFITING FROM ECONOMIC WINDFALLS

*Trade and employment with U.S. Troops.* The first such event was the coming into the valley of Colonel Patrick Connor and his corps of Third California Volunteers to fight the Indians. "Well do I remember," said one pioneer to Willard Jenson, "how we rushed to the square with butter, eggs, milk and such things when Colonel Connor camped there with his soldiers in January, 1863. For these things they gave us blankets and different articles of clothing." Indeed, there was more of this lucrative trade and fraternization than the village elders thought seemly, and remarks were made about it in priesthood meetings. Determined to prevent other Indian depredations and attacks by establishing a military post at Soda Springs, Colonel Connor built a suitable road north from Cache Valley to Soda Springs. Many Cache Valley settlers labored on this project and earned precious cash. At Soda Springs, Fort Connor was established and maintained from 1863 to 1865.

Cache Valley found an economic windfall, not only in the construction of the road, but also in supplying food and provisions to the soldiers stationed at the fort.

*Trade with Montana.* The second windfall was the discovery of gold and other metals in Montana and northern Idaho in 1861-62, causing a sudden and prodigious demand for Cache Valley produce. Cache Valley was situated along a principal route from Salt Lake City and Ogden to Montana; it was also the nearest agricultural area to the Montana and Idaho mines. After the "miners' stampede" to Montana in 1862, a vigorous trade sprang up between large freighting units destined for Montana and the valley's farmers. Large numbers of Cache Valley men engaged in the freighting activity themselves or hired out to the large units plying back and forth between Salt Lake and Virginia City, Helena, and other Montana camps. By 1863 there were an estimated 25,000 people in Idaho, and perhaps an equal number in Montana, almost entirely centered around the newly-discovered mines. Ralph Smith was just one Cache Valley citizen, but there were many like him whose diary entries read like this: "In August of this year [1863] went to the north to Virginia City, Idaho Territory. Sold my load of provisions, worked a spell, returned home near Xmas."\*

The profits that could be earned by freighting were worth the trouble. The *Boise News* of Idaho City, on December 26, 1863, quoted the following prices as current: butter, \$1.25 per pound; eggs, \$2.00 per dozen; flour, \$33.00 to \$36.00 per hundred pounds. Prices rose still beyond this level during the winter of 1864-65 when flour sold at a dollar a pound. Alexander Toponce recalled that in 1864 he bought a pig for \$36.00 in Brigham City, transported it north to the mines, and sold it there for \$600.00. In the same year he bought a train of flour in Ogden paying \$24.00 per hundred pounds, and saw the price in Montana that winter go to \$125.00 per hundred. In a few trips he boasted of making a profit of \$100,000. On one occasion he loaded up six 6-mule teams with Cache Valley eggs and perhaps other things and took them to Montana.

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\*Virtually none of the Cache Valley settlers went to Montana to work in the mines. On several occasions Brigham Young counseled them to "stay at home and attend to their farms and not think of gold mining," and they apparently heeded this advice.

The trade proved to be so tempting that there was even danger that the settlers might exhaust their food stores in this traffic. Henry Ballard reported the concern of Brigham Young with this matter in his diary on December 28, 1863:

Brothers Maughan and Preston came home to Spend A few Days with us from the city with A Special Mes- sage from President Young To Stop the Selling of any more Wheat to the Northern Miners from Salmon River and Bannack City, for the Wheat was becoming very Scarce And they Needed All the surplus in S. L. City the President was paying 3\$ per Bushel in cash for all he could buy, for the California Volunteers was out of Bread And they had called upon the church to furnish them. . . .

The freighting itself was one source of income; the selling of produce to freighters was a second. A third source of income came from trade with miners who traveled the Cache Valley route to go to the Montana mines. The first general stores arose in the valley in 1864 as the result of this trade. In fact, the business was sufficient to warrant William Jennings, Utah's largest merchant, and William S. Godbe, another large Salt Lake merchant, to establish branch stores in Cache Valley. Other merchants arose in Wellsville, Smithfield, Richmond, and Franklin in 1864 as the result of the same influence. So far as the valley was concerned this income, in 1865 and thereafter, was particularly welcome—indeed, crucial—because of the grasshopper plagues and other setbacks.

*The Union Pacific-Central Pacific contracts.* When the transcontinental railroad reached the borders of Utah in 1868, Cache Valley citizens obtained employment in the construction of both the Union Pacific and Central Pacific railroads. The Union Pacific line from Echo, Utah, to Promontory, was constructed largely by Mormons under a contract agreement with Brigham Young, who let sub-contracts to bishops from Cache Valley on the north to Utah Valley on the south. Employment was provided for an estimated 5,000 persons. The Central Pacific, under Brigham Young's general supervision, contracted its line from Ogden to a point one hundred miles west, to the firm of Benson, Farr and West. The partners in this firm were Ezra T. Benson, of Cache Valley, and Lorin Farr and Chauncey West, of Weber

Valley. This firm recruited more than a thousand workers from Cache and Weber valleys.

The agency by which these contracts were handled, it is interesting to note, was the School of the Prophets, which was organized in Salt Lake City in November, 1867 for the purpose of meeting the challenge presented by the railroad. Church leaders organized a School of the Prophets in Logan on August 22, 1868, and five days later the contract with Leland Stanford of the Central Pacific road was closed. Bishops and others were appointed as agents for the purpose of enlisting men, and work on the contract commenced in September. After the grading of the first one hundred miles was well under way, the company was so well satisfied with the work of the settlers that they let another large contract to the same group to construct a line west from Promontory to Corinne.

The effect of this employment upon Cache Valley was incalculable. Money had been rarely seen in the valley. "Tickets for parties," wrote Isaac Sorensen, "were bought with wheat or flour. . . . Most of our income was from wheat we raised. There was no sale for butter or eggs, no market for stock except in exchange among ourselves." The grasshoppers had laid their crops waste for a succession of years, and now, suddenly, came "the railroad year—a great year in a financial way." Men were suddenly in demand. Wages were from \$3.00 to \$6.00 a day for men and \$10.00 a day for a man and team. Men worked during the fall, winter, and spring of 1868-69 on grading road, blasting rock, building bridges, and similar work. Farmers hauled hay and potatoes to construction camps and got big prices. Wheat, which had risen to \$6.00 per bushel during the Montana boom of 1864-65, and had gone down again to \$2.00, now went back up to \$4.00. "For us who had seen precious little money for nine years," wrote Isaac Sorensen, "the jingle of coins was stimulating." Jacob Naef wrote that he made four trips to Benson, Farr and West's camp on Blue Creek, some sixty miles distant, and that he had cleared \$170.00 on the deal in fourteen working days. This was probably more money than he had earned in any year since he came to the valley. When the gap between the railroads was completed at Promontory in May, 1869, many residents of the valley had sufficient personal interest to be there to see the Golden Spike driven.

One should be careful not to make too much of the immediate effect of the railroad. The Union Pacific went into engineered bankruptcy soon after its construction, and it failed to give full satisfaction on the Brigham Young contract. The last \$1,250,000 of the contract due the Mormons was settled, not with cash, and not in full, but with some \$600,000 worth of iron and rolling stock which were used in building the Utah Central Railroad between Ogden and Salt Lake City. The Central Pacific, also in financial difficulties because of the manipulations of some insiders, made a settlement with Benson, Farr and West so grudgingly that the worry over it is reported to have been a factor in the death of Apostle Benson. Lorenzo Hatch, who had represented Franklin workers in taking one of the sub-contracts on the line, was among those adversely affected. "The name of Leland Stanford," wrote his son Hezekiah, "never sounds good to me. He and his associates lived in affluence and died worth millions, while my father found himself ruined." Lorenzo Hatch was one of those who used his own crop—2,000 bushels of wheat—to pay those who had worked with him. While the railroad employment stimulated economic activity, and increased incomes of Cache Valley residents, it did not result in many new wagons or harnesses.

*The Utah Northern Railroad.* The newly-completed transcontinental railroad in itself greatly widened the market potential of the agricultural produce of Cache Valley. It also brought a rail station close enough to the valley to make profitable the importation of agricultural and industrial machinery and equipment which had been too heavy and too expensive to transport across the plains. Most important of all, however, the completion of the transcontinental road offered the possibility of a railroad stretching northward from Ogden, through Brigham City, into Cache Valley, and on farther through southeastern Idaho to Montana. In 1871, just two years after the ceremony of the Golden Spike, plans were made to construct such a road.

The effect of these plans gave encouragement to John W. Young, a son of Brigham Young, to form a company and negotiate with eastern capitalists in regard to the financing of such a road. Young went to New York City and obtained a commitment from Joseph and Benjamin Richardson, railroad contractors, to furnish, in return for bonds, the rails and rolling

equipment for a road from Ogden north to Soda Springs, Idaho, a distance of about 125 miles. Young then returned to Utah and held conversations with Cache Valley citizens in August, 1871, regarding their willingness to perform all the labor and furnish all the ties in return for stock in the road. William B. Preston, who had succeeded Peter Maughan as presiding bishop of Cache Valley, wrote Brigham Young asking his attitude about the arrangement:

Will it be wisdom for us in Cache County to grade and tie a railroad from Ogden to Soda Springs, with a view to Eastern capitalists ironing and stocking it, thereby giving them control of the road? The people feel considerably spirited in taking stock to grade and tie, expecting to have a prominent voice in the control of it; but to let foreign capitalists iron and stock it will, if my judgment is correct, give *them* control.

Brigham Young replied immediately by Deseret Telegraph as follows:

The foreign capitalists in this enterprise do not seek the control; this is all understood. What they want, and what we want, is to push this road with all possible speed, if you decide to have one, so that it shall run through and benefit your settlements and reach Soda Springs as soon as possible.

Upon the receipt of this telegram, seventeen leading church and businessmen of northern Utah agreed to "go to work and build the railroad, and take stock for grading and tying the road." The Utah Northern Railroad Company was organized on August 23, 1871, with John W. Young, president and superintendent; William B. Preston, vice-president and assistant superintendent; Moses Thatcher, secretary; and the following directors: Joseph Richardson and LeGrand Lockwood (New York City), William B. Preston and Hezekiah Thatcher (Logan), Franklin D. Richards (Ogden), Lorenzo Snow and Samuel Smith (Brigham City), William Maughan (Wellsville), O. N. Liljenquist (Hyrum), William Hyde (Hyde Park), Samuel Roskelley (Smithfield), Mariner W. Merrill (Richmond), and Lorenzo H. Hatch (Franklin). Plans called for a narrow gauge (three feet wide) road.

The plan of construction called for the appointment of super-

intendents in each of the major areas of construction. Labor was to be recruited directly by these men or through local bishops. Each priesthood-bearer was expected to do his share of the work. The men were to be paid principally in stock in the railroad, but in cases of necessity a certain amount would be given workers in "ready pay."

The company broke first ground at Brigham City on August 26, 1871. The efforts of the company during the fall and winter of 1871-72 were devoted to building a road from Brigham City to Logan, a distance of thirty-seven miles. The line of the railroad was routed north of Brigham City along the western base of the Wasatch Mountains for about twenty miles, and then over the Collinston or Petersboro hills, about four miles south of the Bear River Gorge, into Cache Valley.

During the fall of 1871 the road was graded as far as the pass into Cache Valley. Using ties taken out of Blacksmith Fork Canyon by Hyrum Ward members, the first rail was laid at Brigham City junction on March 29, 1872. Freight and passenger trains were running regularly, twice daily, from Brigham City to Hampton's Station, on the edge of Cache Valley, a distance of twenty-three miles from Brigham City Station by July 1, 1872. The first freight and ticket agent there appears to have been Charles W. Nibley, a young Scotch immigrant to Cache Valley, who later achieved fame in many fields. Goudy Hogan, who was called to work on the project during the winter of 1871-72, described what was doubtless a typical experience:

In the latter part of the summer [of 1871] there was a requirement made from headquarters to build a narrow gauge railroad from Ogden to Soda Springs and wished the people of Ogden, Boxelder and Cache Valleys to build road and own a good share interest in it, for the people to do a certain portion of labor to each man. I rigged up my teams and started out in company with William Fisher and we worked out our portion of work. We were the first that started work in Cache Valley on the divide between Cache Valley and Salt Lake Valley. I had fitted out three teams, took my wife Christiana, and Harriet, my daughter, to cook, Ira and Nels, my sons, and one hired man. Fisher had 4 teams. We bought 70 yards of tent cloth and made a new tent. . . . We did the work that was allotted to us in three weeks and were going to start south to work but John W. Young



who had charge of the road wished us to stay and work on the Utah Northern. There were few could work on the road without some ready means having lost their crops for so many years but Bro. Young promised to pay us a portion of ready pay . . . and take stock in the road for the balance. I worked three months. . . . My estimate for 11 weeks amounted to \$2600, besides Fisher work I had 2 hired men besides my own folks to pay in wheat and part in vouchers. These were the railroad vouchers that circulated as money and paid off some of my debts.

Work was suspended during the summer of 1872 while Cache Valley farmers tended their crops, but the call began again after harvest, and nearly all wards in Cache Valley had crews at work. After another season's work under similar circumstances the road was completed to Mendon on December 22, 1872. The little "John W." locomotive piloted by Charley Paul, of Logan, had difficulty pulling a box car, a passenger car, and a couple of flat cars over the grade into the valley. According to Isaac Sorensen, when the railroad reached Mendon "all the kiddies in town went up to the divide where a train stopped and gave them a ride to Mendon." Mendon was even important enough to justify erection of a railroad warehouse—a two-story building with elevator and basement, which accommodated the freight hauled to that station.

From Mendon the road was built across the valley east, reaching Logan on January 31, 1873. (It was not until 1907 that "the loop" was run from Mendon around the south end of the valley through Wellsville and Hyrum.) In Logan once more the school children were given free rides by Engineer Evan Jones, and a "giant celebration" was held to which a large group of business and church officials from Salt Lake City were invited. Dinners and dances were held in all the settlements. Logan, of course, was intended to be the railroad center of the valley, and a small roundhouse, a turntable, and a machine shop were built there.

While the construction to Logan was being carried forward, plans were made to construct the line from Brigham City to the Central Pacific terminus at Corinne, and from Brigham City south to the U.P. and Utah Central terminals at Ogden. The four-mile road to Corinne, much the shorter of the two, was completed on June 9, 1873. The road from Brigham City to Ogden, which established a connection between the Utah North-

ern and Utah Central at Ogden, was completed February 5, 1874. Until this line was completed, all northward traffic from Ogden, Salt Lake City, and points south had to be sent to Corinne, then across on the branch line to Brigham, and then on the direct route to Logan and points north. At the time of the connection with Ogden, Brigham Young and his counselor, George A. Smith, were in St. George, Utah. Learning that regular passage service was about to begin between Ogden and Logan, they sent the following message to Cache Valley over the Deseret Telegraph:

We congratulate you on the successful joining of the track, and expect for the road a brilliant financial future, and that it will be great and lasting in its benefit to the people; and congratulate you on your zeal and perseverance in building your road, as all railroads should be built, by private enterprise, without the aid or patronage of the government.

To be strictly correct, of course, Cache County appropriated \$4,000 in favor of the railroad, and extended other favors from time to time, including the abatement of taxes. In addition, the church assisted greatly in the financing.

While work was proceeding on the important Ogden and Corinne branches, plans were also being made for the extension of the line north from Logan. By an Act of Congress, on March 3, 1873, the company was granted a right-of-way to build north to Montana "by way of the Bear River Valley, Soda Springs, Snake River Valley and through Montana to a connection with the Northern Pacific Railroad" at Garrison, Montana. In a church conference held in Logan in June, 1873, attended by the first presidency and council of the twelve, Brigham Young "urged . . . the pushing of the Utah Northern Railroad, the working of a road through Bear River cañon beyond Franklin, which would materially shorten and improve the road and lessen the grade to Soda Springs and Rich County." At a priesthood meeting held the next day, "the subject of internal improvement was discussed, resulting in the united determination to push to completion . . . the Utah Northern Railroad." By September the grading was completed to Smithfield, and construction was completed to Franklin by May 2, 1874, making the Utah Northern the first railroad to be constructed on Idaho Territory. Franklin planned a big celebration in honor of the event and was assured that

even Brigham Young would be there, but the little train from Logan carrying Brigham Young and Erastus Snow jumped the track and the two men, with many others, had to return to Logan.

Some fourteen miles of grade were built northeast out of Franklin toward Soda Springs during the summer of 1874, but the track was not completed because of financial problems connected with the Panic of 1873, and because of the realization that the Soda Springs route to Montana was impractical.

The eighty-mile Utah Northern was initially described as "a people's road," and the stock was principally held by the people of northern Utah and southern Idaho. Moses Thatcher, who was made president of the Utah Northern in 1873, said of it:

I suppose there is not a road in the United States of equal length the stock of which is distributed so extensively among the workingmen along its line. The iron and rolling stock have been furnished by Mr. Richardson, an eastern capitalist, the rest has been accomplished . . . by the best wealth the world possesses—union of interest and concert of action, backed by the bone and muscle of the independent farmer, the hardy lumberman, and the intelligent miner.

The road had cost about \$1,400,000 for the whole line. About half of this went for iron and rolling stock, and the other half was an investment of the people along the line in labor, ties, and bridges. More than \$1,000,000 in bonds bearing 7 per cent interest had been issued on November 1, 1871, but the Richardsons were apparently permitted to buy these bonds at 70 per cent of face value, so that their investment was approximately \$700,000, thus making the effective rate of interest 10 per cent. The Richardsons were also given, as a bonus, an unspecified quantity of assessable stock. The contribution of the men in northern Utah and southern Idaho was approximately equal to that of the Richardsons. Most of this represented acceptance of company vouchers issued in lieu of better pay. Promises were made to those receiving vouchers that the vouchers would eventually be redeemed with double their face value in company stock. The company, however, was not able to redeem all these vouchers, and the church eventually agreed to redeem large numbers of them at the tithing offices. For assuming these obligations, the church appears to have been given equivalent

value in the capital stock of the company. Thus, the church became an important stockholder in the Utah Northern and an important financial contribution-after-the-fact in its construction.

The failure of Joseph Richardson, as the principal eastern partner, to purchase additional bonds caused the terminus of the Utah Northern to remain at Franklin from 1874 to 1877. Richardson, according to the report, "was getting to the bottom of his purse . . . and he did not want to spend any more money. . . ." Several unsuccessful attempts were made by church and business leaders in northern Utah and southern Idaho to secure funds to construct the road north to Fort Hall, near Pocatello, Idaho, eighty miles north of Franklin. Their own financial resources being inadequate for the task, Mormon leaders solicited the cooperation of Sidney Dillon of the Union Pacific Railroad Company. But Dillon "scorned the idea of building railroads in the sage brush." They did succeed in interesting Jay Gould in the venture, however. Gould gave Joseph Richardson approximately \$400,000 for his interest in the road, and paid "the promoters" (presumably the Mormon investors) \$80,000, or about ten cents on the dollar, for their stock. The church apparently held on to its Utah Northern stock and bonds until 1877, and in the settlement of the Brigham Young estate they were traded to John W. Young for other properties. Young, in turn, traded the securities to Union Pacific interests for railroad equipment to be used in another venture. Considering that the railroad was not making enough money to maintain interest on the bonds, and that Cache Valley would benefit enormously if the road were extended north to connect with Butte and other Montana cities, Cache Valley leaders agreed to the transfer and cooperated with Gould in selecting the location of a route and in obtaining local labor and supplies.

Union Pacific later purchased Gould's interests in the Utah Northern. Under U.P. direction a new corporation, called the Utah and Northern Railroad Company, was formed on October 4, 1877. The new company represented a "coalition between the stockholders of the old company [Utah Northern] and some of the leading stockholders and directors of the Union Pacific." With the formation of the new company, contracts were let to con-

struct the road from Franklin to Fort Hall and beyond. On December 2, 1877, the Utah Northern was permitted to default on the \$1,453,765.32 due on bonds and interest, and on April 3, 1878, the assets of the Utah Northern were sold at auction to S. H. Clark, general superintendent of the Union Pacific Railroad Company, for the sum of \$100,000. He submitted the only bid.

*Stimulus to trade.* The completion of the Utah Northern to Cache Valley immediately stimulated trade. More than \$100,000 worth of butter and eggs, and perhaps \$250,000 worth of wheat, were shipped out of the valley in 1872. Some of the produce was shipped north to Montana, and some was freighted through the Bear River Gap to Corinne, and thence southward to San Francisco and the large consuming centers on the West Coast. The Cache Valley production of the following year was estimated to be 30,000,000 pounds of grain and potatoes alone. The valley was finally coming into its own as the "granary" and "dairy land" of the Intermountain region.

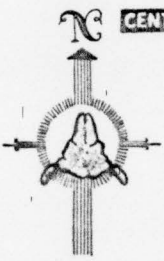
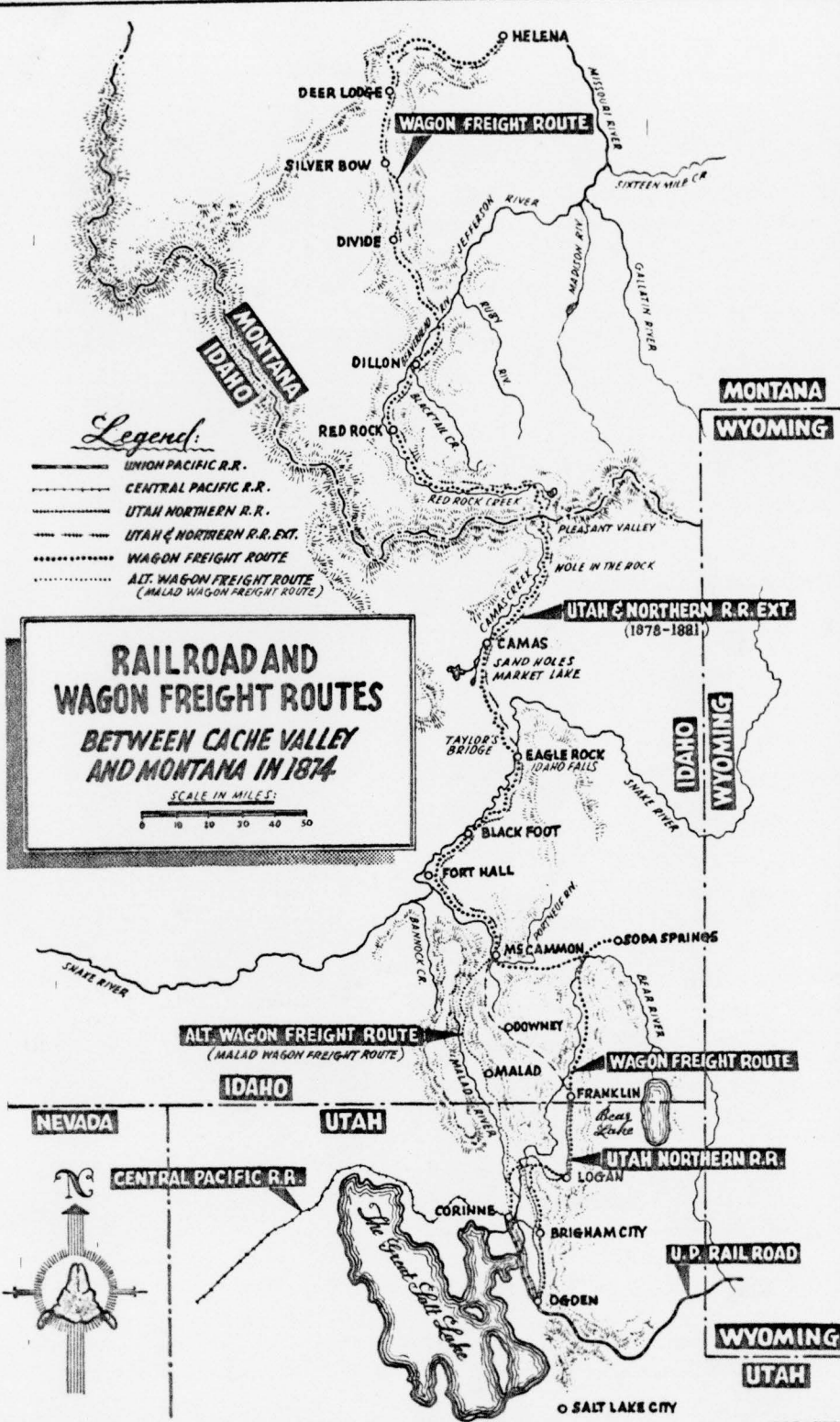
The most important effect upon the valley of the coming of the railroad was the stimulus to trade with Montana. The trans-continental, and now the Utah Northern, railroad suddenly made it profitable for Montana mines to expand their activity. They could now import machinery and merchandise more cheaply; they found a nearer and faster outlet for their ore. After the driving of the Golden Spike, a tremendous trade had sprung up between Corinne, northernmost point on the line, and Montana. Corinne had been founded in 1869, partly as a Union Pacific Railroad campsite, partly as a location for the Gentile businessmen who had been forced to leave Salt Lake City during the Mormon boycott of 1869, and partly as a railroad freight transfer point to develop the Montana trade. As Jesse Jameson points out, Corinne was strategically located for the latter purpose. It was the focal point of the two direct wagon routes, one of which went north through the Malad River Valley, and the other of which went north through Cache Valley. Both of these routes were desirable. The Cache Valley route went from Corinne up Bear River through the Bear River Gap into Cache Valley, and followed the Bear River to Soda Springs. At Soda Springs it took the Oregon Trail to Fort Hall. This route, of course, was

# RAILROAD AND WAGON FREIGHT ROUTES BETWEEN CACHE VALLEY AND MONTANA IN 1874

SCALE IN MILES:  
 0 10 20 30 40 50

## Legend:

- UNION PACIFIC R.R.
- · — · — · CENTRAL PACIFIC R.R.
- · — · — · UTAH NORTHERN R.R.
- · — · — · UTAH & NORTHERN R.R. EXT.
- ..... WAGON FREIGHT ROUTE
- ..... ALT. WAGON FREIGHT ROUTE (MALAD WAGON FREIGHT ROUTE)



less direct than the Malad River route. In fact, it was eighty miles longer. Corinne to Fort Hall by way of Cache Valley was 240 miles, whereas Corinne to Fort Hall by way of Malad was only 160 miles. The total distance from Corinne to Montana was around 500 miles.

Probably less than half the Corinne to Montana trade went through Cache Valley from 1869 to 1873. But Cache Valley men participated extensively as freighters, and there was always a good market for Cache Valley produce. The valley entered upon a new role which it has played ever since; i.e., serving large numbers of people outside the valley.

The coming of the Utah Northern greatly accelerated this trade, as intended. In fact, Mormon leaders knew that Cache Valley of itself could hardly support a railroad, because its economy was not sufficiently advanced, and so, to make it pay, the railroad must capture the Montana freight trade with Corinne. When the Utah Northern was completed to Logan the hopes of its promoters were somewhat justified when the largest freighting company in Corinne, the Maclay or Diamond R, sold its warehouse in Corinne to the Utah Northern and moved its headquarters to Logan. In July, 1873 the first important shipment of freight was sent to the Diamond R at its new Logan headquarters via the Utah Northern. Jameson estimates that in 1873 Montana sent a million pounds of silver ore for transshipment to Omaha, Salt Lake City, and San Francisco. Much of this business was brought through Logan. When the Utah Northern established direct connections between Ogden and Franklin the following year, other large freighters, including Edward Creighton of Omaha, established their terminals at Franklin. The distance by wagon from the railroad to Fort Hall was now reduced to 135 miles.

Montana had a population of around 40,000 in the early 1870's, and eastern Idaho had a population of about 16,000. Probably three or four thousand tons of freight moved each year from the terminal at Logan and Franklin to Helena, Deer Lodge, and Virginia City. The freighting season, as described by Jesse Jameson, opened in March and early April. May and June were the busy months, as were September and October when winter supplies were carried. The Diamond R Fast Freight and Express

Company, owned by E. G. Maclay of Montana, the largest of all, established seven-day delivery service from Logan to Montana in 1873. The California and Montana Transportation Company, owned by Edward Creighton, had an equally fast delivery. Both had depots and stations along the route of travel, and both attempted a daily delivery service. Other forwarding agents, commission merchants, and freighters included Fred J. Kiesel of Ogden and John W. Guthrie of Corinne and Ogden.

An estimated 600 freighters hauled freight from Logan to Montana in 1873, with an average of perhaps eighty wagons on the road night and day. The Diamond R, alone, is said to have had 100 wagons and 600 mules. Many Cache Valley men were employed on its trains, earning from \$1.00 to \$1.50 per day for their labor, besides expenses. One of these men could handle nine yoke of oxen, or ten mules, and three wagons. *The Trail Blazer* reports freight of such items as hardware, brick, molasses, and clothing. One driver reports having hauled at one time sixty barrels of whiskey! A common charge for hauling the freight was \$7.00 per hundred pounds or \$140.00 per ton.

There is no doubt that the valley, and particularly Logan and Franklin, prospered as the result of this employment and trade. Not only were Logan and Franklin important freight transfer points, leading to the erection of warehouses and supply stations, but they were also terminals for stage coaches destined for eastern Idaho and Montana. Hotels were built, boarding-houses opened up, and saloons did a large business. There was a rather considerable reaction against this attraction of "undesirable elements," and liquor was outlawed, but saloons opened in Oxford and dominated the Main Street scene there for several years.

The proximity of the railroad, together with the completion of canyon roads, also induced a rather considerable business in railroad ties. Cache Valley mills turned out ties for the Central Pacific, Union Pacific, and Utah Northern railroads. While the amount of this business is not known, many diaries speak of it.

*The Utah and Northern extension.* It will be recalled that Jay Gould had purchased the Utah Northern Railroad and conveyed its properties to the Utah and Northern Railroad Company, whose properties were acquired in 1877 by Union Pacific.



Jay Gould, who also controlled Union Pacific, arranged for the construction of the line north in 1877, and a succession of railroad towns sprang into being which included Oneida or Preston, Bridgeport, Battle Creek, Dunnville, or Banida, and Oxford. Meanwhile, Union Pacific was arranging for the liquidation of the old company, and finally organized, on April 30, 1878, the Utah and Northern Railway Company. This third company was capitalized for \$960,000. Congress granted the new company the right of way through the public domain, and authorized it to extend its road to Helena, Montana, by way of Bear River, Marsh (Downey), and Snake River valleys in Idaho. Under U. & N. aegis construction was completed beyond Preston in January, 1878; Pocatello, Idaho, in August, 1878; to Blackfoot, Idaho, in December, 1878; to Camas, Idaho, in 1879; to Red Rock and Dillon, Montana, in 1880; to Silver Bow Junction and Butte, Montana, in 1881; and to the Northern Pacific connection at Garrison, Montana, in 1884.

The distance from Ogden, Utah, to Garrison, Montana, was 466 miles. With its completion, the line was declared to be the longest narrow-gauge railroad in the world, and one of the most profitable of all western railroads. Pocatello and Eagle Rock (now Idaho Falls) replaced Logan as a center of maintenance and repair in 1886, and while this took away from Logan a payroll estimated at \$200,000 per year, Cache Valley colonizing parties had followed the railroad north and established the upper Snake River Valley as a Mormon stronghold. The whole road was broad-gauged beginning in 1887, and was incorporated in the Oregon Short Line system in 1889. As with the O.S.L., it is now a part of the Union Pacific Railroad system.

The principal item of interest in the construction of the Utah and Northern extension to Montana is the opportunity for work it provided to Cache Valley residents. Marriner W. Merrill, former bishop of Richmond, became leading contractor for the grading of the extension from Franklin to Eagle Rock. In 1879 Merrill was appointed superintendent of construction. Bishop William D. Hendricks, also of Richmond, contracted to lay the track. Other bishops and "practical men" took sub-contracts, and Cache Valley labor was used almost exclusively during the five years (1877 to 1881) this work went on. The

total amount distributed to Cache Valley citizens by Apostle Merrill under this contract is estimated to have been about \$780,000. This labor compensated for the loss of income occasioned by the moving of the terminal and the end of the Montana freighting business. During the construction period Logan also remained the center of maintenance and repair, which resulted in the employment of two dozen or more machinists. By the time the Utah and Northern was sold to Union Pacific, the Logan roundhouse had four mechanics, with Thomas Titensor as chief mechanic. Its business was greatly increased with the extension of the line, and Logan was noticeably injured when the O.S.L. moved the maintenance shops farther north.